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San Francisco Community College District

CITY COLLEGE OF SAN FRANCISCO
MISSION CAMPUS

Draft Environmental Impact Report

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Draft EIR Public Comment Period: May 12 to June 11, 1998

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I. SUMMARY

A. PROJECT DESCRIPTION AND SITE CHARACTERISTICS

The San Francisco Community College District ("City College" or "District") Mission Campus currently leases three sites from the San Francisco Unified School District. The building at 106 Bartlett Street is used exclusively by City College for administrative space and day and evening classes. Classrooms in Horace Mann Middle School and Downtown High School (110 Bartlett Street) are leased for nighttime classes. These sites serve approximately 4,800 students.[1] The 106 Bartlett Street site is a sub-standard, deteriorated school building that does not have the capacity to accommodate the expected growth in daytime student enrollment. The District seeks adequate, safe, and aesthetically appealing space for its college programs that is able to accommodate the current and future activities of the Mission Campus.

A *Needs Assessment and Schematic Program Study* for the Mission Campus completed in September 1997 determined that a new facility would require approximately 134,000 gross square feet (gsf) in order to meet the existing and future needs of the campus.[2] The objectives of the project, as identified in the Needs Assessment, include a site centrally located in the Mission District accessible to public transportation and with adequate off-street parking; a site large enough to accommodate the spacial requirements of the campus; and adequate and aesthetically appealing space for classrooms and faculty and student activities.

The District proposes to acquire a site for future development of a facility where the existing sites may be consolidated into a single facility. The proposed site is on lot 7 (2550 and 2558 Mission Street) in Assessor's Block 3616. The project would demolish the New Mission Theater building and the Giant Value building that are currently on the site. The Campus would contain about 50 classrooms, large enough to accommodate about 35 students each, and 10 learning labs; a number of special use rooms; administrative facilities; a large multi-

purpose room; a performance hall; and other rooms necessary for the function of the Mission Campus. These needs could be met in one three-story building covering the entire site, but the new Campus might be made up of more than one building of varying heights up to four-stories (about 50 feet). The buildings would likely be designed around a central, open-air courtyard in the middle of the new Mission Campus, with its main entrance on Mission Street. One level of underground parking would provide approximately 110 parking spaces, with entrances and exits located on Bartlett Street.

Detailed architectural design would be developed at the time of proposed construction, which would not be for several years. Funding for purchase of the property would likely be provided by a previously passed City and County of San Francisco bond measure for educational purposes, if the District Board of Trustees approves the project. Funding for site development has been sought by the District from the California Community Colleges Chancellor's Office. State funding for campus development is uncertain at this time and, if available, would likely take two to five years to obtain.

B. MAIN ENVIRONMENTAL EFFECTS

LAND USE AND ZONING

Demolition of the two existing structures and construction of the new campus building(s) would result in a change in the general use of the project site to an institutional, educational use. However, because land uses in the vicinity of the site include a mix of retail, residential, and institutional activities, the proposed educational use on the project site would not be incompatible with, or substantially alter, the mixed-use character of the vicinity, and thus, would not have a significant land use impact.

Objective 6 of the Commerce and Industry Element of the *San Francisco General Plan* are intended to help maintain "viable neighborhood and commercial areas." The proposed project would result in the loss of three retail businesses that currently operate on the project

site and, therefore, would conflict with Policies 1 and 3 of Objective 6. A student bookstore or a student-run-cafe could provide some uses typical of neighborhood-serving services and conform with Policy 1.

Objective 7 of the Commerce and Industry Element and Objective 8 of the Community Facilities Element are intended to promote the efficient distribution of public schools to enhance San Francisco's educational services. The proposed project would conform with Objective 7 of the Commerce and Industry Element by enhancing San Francisco's educational services, and would conform with Objective 8 of the Communities Facilities Element by providing facilities needed by the Community College District.

Objective 2 of the Urban Design Element is intended to help conserve architectural resources, and Objective 3 is intended to moderate new development to compliment the neighborhood environment. Based on massing diagrams, it is reasonable to assume that the project would relate to the low-rise character of nearby buildings because the project's building(s) would be essentially the same height as the nearby buildings with articulations that could be typical of smaller community establishments, and because there are no plans to include massive buildings out of character with those now on the site and on the project block. The loss of the mural "Butterflies," would not conflict with Policy 2, Objective 2, Goal IV of the Arts Element because it is not a part of the City Collection or required by ordinance.

The project site is located in a Moderate-Scale Neighborhood Commercial Use District (NC-3) and is divided between two Height and Bulk Districts: 50-X to the west and 65-B to the east. Large-scale institutional uses are permitted in NC-3 Districts and the proposed project building(s) would not exceed the height restrictions. The proposed project would not be substantially inconsistent with any other City Planning Code provisions, and would therefore not have any significant environmental effects related to zoning or planning policies.

VISUAL QUALITY AND URBAN DESIGN

The proposed project would replace the existing Mission Street frontage of the project site, which includes the Giant Value building facade and the entrance to the New Mission Theater with its prominent sign and marquee. The exact facade and layout of the new Mission Street frontage is not known at this time, but is expected to have an entrance off Mission Street to a central courtyard. The overall building height on Mission Street would likely change from its existing state, but would be consistent with the buildings in the area.

A four-story classroom building would likely be placed on the Bartlett Street side of the project site, replacing the Mission Theater auditorium building and a small parking lot. It is expected that the classroom facility would include windows, doors, and other features of interest, replacing the essentially blank wall that is now presented by the theater auditorium.

The project would result in the loss of the mural "Butterflies." Following the requirements of California Civil Code section 987 would reduce this potential impact to a less-than-significant level by allowing the artist and organization responsible for painting the mural an opportunity to remove the mural, if possible.

A courtyard in the center of the proposed project site would be lit at night. While no detailed lighting plans are completed, it is not expected that lighting would adversely affect long-range views of the Bay from Dolores Heights or Twin Peaks.

CULTURAL RESOURCES

This project would demolish both the New Mission Theater and the Giant Value building to make way for new construction. The New Mission Theater has been significantly altered in such a manner that the original theater and its history are difficult to determine.[3] Demolition of either structure would not have a significant impact because neither building on the site is listed on any National, State, or local listing of significant historical resources or historic districts, either as an individual property or contributing structure to a formally designated district.

Due to the excavation required for the construction of an underground parking garage, construction of the proposed project may unearth prehistorical, Native American or historic archaeological artifacts. Implementation of the archeological resources mitigation measure, described in Chapter IV. Mitigation Measures, would reduce any possible impacts related to subsurface archaeological resources to a less-than-significant level.

TRANSPORTATION

The existing Mission Campus, and the proposed project site, have excellent access to transit services. Over 80% of the students use transit, walk or carpool to the Campus; about 18% drive to the Campus. Because the new site is near the existing Mission Campus buildings, it is assumed that students would continue to use transit or walk as their primary means of accessing the new site. The new facilities would have the capacity to accommodate up to about 800 additional students and faculty members for late afternoon and evening classes. The transportation analysis assumed that all 800 could be traveling to the site during the afternoon peak hour (approximately 4:30 p.m. to 5:30 p.m.). This could result in about 145 additional vehicle trips to the area.

Intersections in the vicinity of the project site would continue to operate at acceptable levels of service (LOS D or better) with the addition of project traffic. Project traffic impacts were also analyzed in combination with cumulative growth in p.m. peak hour traffic in the year 2010, assuming a growth factor of one percent per year. Under cumulative conditions, with project traffic, intersection LOS would deteriorate, but would remain at acceptable levels of LOS D or better. Therefore, the project would not contribute to significant traffic impacts.

Transit trip impacts were evaluated under two conservative scenarios: one assumes that all additional transit trips to the project site occur on Muni, and the other assumes all transit trips occur on BART. Under both scenarios, transit conditions with the additional trips from the project would continue to operate within acceptable peak load thresholds for each transit agency. Cumulative transit impacts include assumptions of growth in Muni ridership through the year 2015. With cumulative growth and additional transit use from the project, Muni

service in the vicinity of the project site would continue to operate within Muni's peak load thresholds of 100% of capacity. The project would contribute 2% or less of the total number of passenger trips in the peak direction on BART in the p.m. peak hour, assuming that all transit trips were made on BART and none were made on Muni; with this conservative assumption, the project would not contribute substantially to cumulative impacts on BART.

Parking issues are not considered to create significant environmental impacts in San Francisco due to the dense urban nature of development and the availability of transit service in the city. The *San Francisco General Plan* Transportation Element includes policies that support use of transit rather than the automobile for travel in and to the city. Parking deficits encourage people to shift to carpools and transit, and thus are not appropriately considered significant environmental effects. Parking issues are presented for informational purposes. The additional peak hour parking demand in the area of the project site would be about 155 spaces. The project would provide about 110 spaces in an underground garage, and would lose access to the 28 spaces at the existing site, for a net gain of about 82 spaces. A parking survey showed that an estimated 122 on- and off-street parking spaces would be available within a one-block study area during the weekday peak period between 4:00 p.m. and 5:00 p.m., resulting in a surplus of about 50 spaces.

Construction of new buildings at the proposed new site for the Mission Campus would take about eighteen months to two years. Temporary transportation impacts would result from truck movements to and from the site during demolition, excavation, and construction of new buildings. It is reasonable to assume that sidewalk closures would occur adjacent to the project site, and that parking would be temporarily prohibited adjacent to the site as curb lanes would be occupied to provide pedestrian walkways. Double parking of trucks could occur, primarily along Bartlett Street, because of the larger amount of traffic and transit use on Mission Street. Land and sidewalk closures are subject to review and approval by the San Francisco Department of Public Works. Construction transportation effects are temporary and therefore are not considered significant environmental effects.

C. MITIGATION MEASURES

Measures that would mitigate potentially significant environmental effects are presented below. A full recitation of mitigation measures identified in the Initial Study is presented in Chapter IV, Mitigation Measures.

ARCHAEOLOGICAL RESOURCES MITIGATION

The San Francisco Community College District shall retain the services of a qualified archaeologist to design a pre-construction research and testing program and a program to be implemented during excavation.

- Pre-construction testing would require a series of exploratory borings or trenches to be dispersed throughout the site after demolition. The location of any cultural material obtained would be recorded and the materials saved for testing.

- Conduct laboratory analyses and evaluations of any materials recovered, as appropriate, and prepare a brief report for the District recommending whether further investigations would be necessary to mitigate adverse impacts to artifacts likely to be encountered during site excavation. If determined to be appropriate, this measure could involve either of two options:

  a. If, after pre-construction testing, it appears that adverse effects could occur to important archaeological resources, establish an excavation program to include an on-site archaeological monitoring program to be carried out during excavation, under the supervision of the archaeologist during which the archaeologist would record observations in a permanent log, resulting in a written report to be submitted to the District. Should evidence of important archaeological resources be found during the monitoring program, the archaeologist would immediately notify the designated District representative, who would halt activities determined to have the potential to damage these resources. The archaeologist would prepare a final report for the District documenting the monitoring program, the resources encountered, an evaluation as to their significance, and a description of how exploration and recovery were accomplished.

     Or, in the alternative,

  b. If, after pre-construction testing it appears unlikely that adverse effects could occur to important archaeological resources during site excavation, the District would provide an opportunity for the archaeologist to instruct construction crews prior to halt earthmoving activity if unexpected deposits of cultural material are encountered until a qualified archaeological consultant has evaluated the

importance of the materials and has offered recommendations for further investigation or mitigation if appropriate.

VISUAL QUALITY AND URBAN DESIGN MITIGATION

The San Francisco Community College District shall mitigate potential impacts from loss of the mural "Butterflies" by carrying out the following steps:

- The District shall make reasonable efforts to contact the artist who painted the mural "Butterflies" on the west side of the New Mission Theater building and Precita Eyes Young Women's Mural Workshop (Precita Eyes) prior to demolition of the New Mission Theater. The District shall provide the artist and Precita Eyes the opportunity to remove the mural from the building (if possible) and shall offer to fund removal if the expense is not unreasonable as determined by the District. Removal shall occur within two months of notice to the artist and/or Precita Eyes.

- If the mural is determined not to be removable, the District shall:

  a. Offer the artist and Precita Eyes the opportunity to photograph the mural; and

  b. Solicit proposals from Precita Eyes to paint a new mural at the new College facility, at a location to be determined by the District, with the design/content of the new mural to be approved by the District.

D. ALTERNATIVES

NO PROJECT ALTERNATIVE (ALTERNATIVE A)

The no project alternative would result in no physical change to the site as it now exists. The buildings and the businesses on site would remain. The District would continue to lease the building at 106 Bartlett Street for Mission Campus administrative offices and daytime classes. Additional classroom space at 110 Bartlett Street and Horace Mann Middle School would continue to be leased for nighttime classes.

With the No Project Alternative, land use, visual quality, cultural resources, and transportation impacts associated with the construction of the project would not occur. In general, the environmental characteristics of the No Project Alternative would be those

described in the Setting subsections of this EIR (see the Setting subsection under each topic in Chapter III, Environmental Setting and Impacts, for a discussion of the existing conditions, or setting, on and around the project site). There would be no potentially significant effects to subsurface cultural resources, as no excavation would occur. Demolition of the New Mission Theater sign and marquee would not occur and the mural "Butterflies" would remain. Transportation conditions in the area around the project site would continue as described in the Transportation Setting section. There would be no potential effects from construction dust, asbestos removal, or construction noise, all described in the Initial Study (see Appendix A).

City College would continue to use the 106 Bartlett Street site for day and evening classes, and lease classrooms at 110 Bartlett Street and Horace Mann Middle School for nighttime classes. Because daytime enrollment fills the available capacity at the 106 Bartlett Street site, and because classrooms at 110 Bartlett Street (Downtown High School) and Horace Mann Middle School would not be available for day classes, this alternative would prevent the projected doubling of daytime student enrollment.

NO UNDERGROUND PARKING GARAGE ALTERNATIVE (ALTERNATIVE B)

This alternative would develop the approximately 133,000-gross-square-foot (gsf) Mission Campus as described in Chapter II, Project Description, without an underground parking garage. This alternative would require demolition of the New Mission Theater building and the Giant Value building, as would the proposed project. Under this alternative, the design and layout of the Mission Campus building(s) could be the same as that chosen for the proposed project. Similar to the proposed project, this alternative would accommodate the same projected growth in student population and would consolidate the Mission Campus activities which currently take place at the 106 and 110 Bartlett Street sites and Horace Mann Middle School. Without a parking structure, excavation for building foundations would be between 5 and 10 feet deep depending on the substrate, whereas the proposed project would require excavation to a depth of about 15 feet.

Except for those discussed below, impacts for this alternative would be the same as for the proposed project. The mural "Butterflies" would be destroyed as part of the demolition, as with the project; mitigation as for the project would remain applicable. The potential for archaeological impacts are expected to be less than the proposed project because excavation for this alternative would not be as extensive. If some excavation is required below existing building basements or foundations, or in areas of the site without basements, mitigation similar to that described for the proposed project, but for a smaller portion of the project site, would be needed to mitigate potentially significant environmental impacts. The traffic and transit impacts from Alternative B would be the same as those described for the proposed project and would not result in significant environmental effects. Parking demand for Alternative B would be the same as that for the project, about 155 spaces. The alternative would not provide any on-site parking, resulting in a shortfall of about 35 parking spaces. A parking space shortfall is not considered to be a significant environmental impact, but it could encourage more students to use transit to travel to and from the Mission Campus site.

ALTERNATIVE SITE (ALTERNATIVE C)

This alternative site for the location of a new Mission Campus is in the block bounded by 19th Street, Harrison Street, Mistral Street and Treat Avenue at 3101 19th Street. The site contains the approximately 67,500-gross-square-foot (gsf) Mark Ross Building and a one-story warehouse. The Mark Ross building would require interior renovation which could include complete demolition of the interior and reconstruction with four levels. The one-story warehouse on the south side of the Mark Ross building would likely be demolished and replaced with a new structure. The new structure would most likely be built to the height of the existing Mark Ross building, and would have the same number of levels as the renovated Mark Ross Building (three or four stories). Development of this site would probably not include an underground parking garage, but could include ground-floor parking (up to 35 or 40 spaces) in the new structure. Development of this alternative would contain about the same amount of building space (approximately 134,000 gsf), house the same activities, and accommodate the same projected growth in student population as the proposed project.

Therefore, except for those discussed below, many impacts associated with this alternative would be the same as for the proposed project.

Several of the impacts from the proposed project would not occur or would be reduced with this alternative. This alternative would not result in the loss of the mural "Butterflies," and would therefore not require measures to mitigate this impact. As little excavation is anticipated with this alternative and the site is not likely to contain any subsurface archaeological artifacts, this alternative is not anticipated to have any impacts to archaeological resources.

The alternative site could have impacts that would not occur with the proposed project. Due to the introduction of approximately 360 p.m. peak hour vehicle trips to the area around the alternative site, the unsignalized T-intersections at Harrison Street and 18th and 19th Streets would experience greater delay on the minor (stop sign controlled) streets and these movement could experience occasional unacceptable levels of delay (LOS E/F). Thus, unlike the proposed project, Alternative C could cause significant local traffic impacts. The alternative site is located within a liquefaction zone,[4] and would experience slightly higher levels of groundshaking than the proposed project. The site would require a geological and soil engineering study, seismic upgrades to the existing Mark Ross building would be expected to be recommended, and a newly constructed building would incorporate required structural design elements to reduce seismic hazards to less than significant levels.

ALTERNATE SITES CONSIDERED

A New Building Committee for the City College Mission Campus considered seven alternative locations for a new Mission Campus in addition to the 19th and Harrison site discussed in Alternative C. All seven sites were rejected in favor of the proposed project site because they did not satisfy the Committee's objectives.

NOTES: Summary

1. Additional classes are offered by the Mission Campus, but are held at locations other than those discussed above. These other courses are not included in the analysis of this project because they would not be consolidated into the proposed new campus facility and would not be affected by the project.

2. City College of San Francisco, *Mission Campus: Needs Assessment and Schematic Study*, September 18, 1996, p. 21.

3. City and County of San Francisco, Planning Department, Landmarks Preservation Advisory Board, *Draft Case Report: (New) Mission Theater*, February 24, 1993.

4. California Department of Conservation, Division of Mines and Geology, *Seismic Hazards Zones*, October 1, 1996.

II. PROJECT DESCRIPTION

The San Francisco Community College District ("District") proposes to acquire a site at 2550 and 2558 Mission Street for the construction of a new City College of San Francisco Mission Campus.[1] The new site is intended to accommodate existing City College Mission Campus activities that take place at three locations leased from the San Francisco Unified School District: 106 Bartlett Street, used solely by City College; 110 Bartlett Street, classrooms leased from the Downtown High School; and Horace Mann Middle School at Bartlett and 23rd Streets. Downtown High School and Horace Mann Middle School classrooms are not available to City College during the day. Additional classes are offered by the Mission Campus, but are held at locations other than those discussed above. These other courses are not included in the analysis of this project because they are not proposed to be consolidated into the proposed new campus facility and would not be affected by the project. They are proposed to remain in their present locations because they are easily accessed by students, most of whom live very close to these small satellite locations.

The primary goal of this project is the acquisition of the site for a new Mission Campus facility (Campus); however, in order to assess the environmental effects of the site acquisition it is necessary to discuss the proposed use of the site. While no building designs have been developed for the Mission Campus, to the extent feasible this EIR will discuss and analyze possible buildings and uses on the site. The proposed facility would provide Mission Campus students and faculty with one centralized facility in which to carry out classroom and classroom-related activities, including some administrative and community functions.

A. PROJECT SPONSOR'S OBJECTIVES

The selection of the proposed site was based on objectives defined by the Mission Campus Site Selection Committee. Further refined site objectives are provided in the findings and

recommendations contained in the *Mission Campus: Needs Assessment and Schematic Program Study* summarized below:[2]

- Location - Site must be centrally located within the Mission District, and accessible to public transportation (BART and MUNI); on-site parking should be provided.
- Size - Site must be large enough to accommodate the needs of the Mission Campus at a single location, including the expected growth of daytime enrollment. Daytime enrollment is expected to exceed the capacity of the 106 Bartlett Street site during the day when classrooms in Horace Mann Middle School and Downtown High School would not be available.
- Facilities - The District seeks adequate, safe, and aesthetically appealing space for its college programs, which are currently housed in a sub-standard, deteriorated school building leased by the District. The facilities should provide an appropriate, up-to-date teaching environment.

B. PROJECT LOCATION

The project site is in the block bounded by Mission, 21st, 22nd, and Bartlett Streets, at 2550 and 2558 Mission Street (see Figure 1). The approximately 44,000 square foot site is lot 7 in Assessor's Block 3616. The lot is located approximately midway between 21st and 22nd Streets, and extends from Mission Street through to Bartlett Street. The proposed site is less than one block northeast of the existing City College Mission Campus, located at 106 Bartlett Street at 22nd Street.

The approximately 44,000 square foot (sq. ft.) site currently contains the Giant Value building, a small parking lot, and the New Mission Theater building. The theater building is leased to a furniture retailer and is not operated as a movie theater. The level, asymmetrical lot has approximately 161 linear feet facing Mission Street, and about 209 feet on Bartlett Street (see Figure 1). The Giant Value building occupies most of the eastern half of the lot, and accounts for 132 linear feet of the 161 feet of Mission Street frontage. The New Mission Theater building has a narrow entrance on the northeast corner of the lot with about 30 feet of Mission Street frontage; the theater auditorium occupies most of the western side of the lot.

Source: EIP Associates

EIP ASSOCIATES

Project Location Figure 1
Mission Campus EIR

According to the San Francisco Zoning Map, the site is within an NC-3 (Neighborhood Commercial) Use District and is divided between two Height and Bulk Districts: 50-X on the west half of the lot (maximum height of 50 feet, no building length or diagonal dimension limits), and 65-B on the east half (maximum building height of 65 feet, maximum building length of 110 feet and maximum diagonal dimension of 125 feet for any portion of the building taller than 50 feet). These limits are part of the City and County Planning Code and Zoning Map ordinances and may not be applicable to properties owned by the City College District; they provide a context for development of the proposed site.

C. PROJECT CHARACTERISTICS

The project is the acquisition of a site for the construction of a new City College Mission Campus. To accommodate the needs of the students and faculty, the new Mission Campus facility would require approximately 134,000 gross square feet (gsf) of building space and one level of underground parking (about 44,000 gsf). The Campus would contain about 50 classrooms, large enough to accommodate about 35 students each, and 10 learning labs (for language and computers classes) for about 25 students each; rooms designed specifically for teaching courses with specialized space requirements, like bio/chemistry, graphic communication/design, construction technology, and hotel and restaurant management; administrative facilities to satisfy the office and storage space needs of Mission Campus's administrative staff; space for student and faculty amenities; a large multi-purpose room; a lecture hall; and other rooms necessary for the function of the Mission Campus.

DEMOLITION

Construction of the new Campus would require demolition of the New Mission Theater and the Giant Value Building. The New Mission Theater has a footprint of about 19,500 sq. ft, and was built in 1916 as a motion picture theater. The Giant Value building has a footprint of about 19,000 sq. ft.

CAMPUS CONCEPT PLANS AND USE

Descriptions of the design concept plans for the Campus are included to provide possible site layouts and enable an understanding of potential site development at a conceptual level; however, the design of the Campus has not yet been finalized. Further discussion is based upon the most current knowledge of the possible design concept plans. The final designs are likely to be somewhat different from the description that follows, but the general nature and amounts of uses are expected to remain as described.

The *Needs Assessment and Schematic Program Study* projected the needs of the Mission Campus by use category, and estimated the spacial requirements of a new Campus to be approximately 134,000 gsf.[3] Of this, about 40% of the floor area in the new Campus would be used for 50 classrooms and 10 language and computer laboratories. Campus administration, counselors, admissions, and records would require about 6% of the total space for offices, a conference room for staff, and supply storage. About 6% of the floor area would be used for student amenities, such as a student-run cafeteria, student bookstore, library, tutoring rooms, and offices for student associations. Faculty amenities, including a workroom, lounge, and teacher prep rooms would require about the same amount of area (6%). Approximately 10% of the Campus's building floor area would be used for courses with specialized space requirements, including a large bio/chemistry laboratory, a large press room for graphic communication/design programs, and a large, flexible-use workshop for science, construction technology, and hotel and restaurant management courses. A multi-purpose room, a child care center, a lecture hall and other general-use rooms would require about 10% of the Campus's floor area. The remaining 25% of the Campus's floor area would be used for corridors, elevators and stairs, restrooms, and other utility rooms.

These needs could be met in one three-story building covering the entire new Mission Street lot, but the new Campus would more likely be made up of several buildings of varying heights up to four-stories (about 50 feet). Many of the classrooms and laboratories would likely be in one large, four-story building on Bartlett Street; the specific location of the building on the site could vary, depending upon the chosen layout. Administrative, faculty

and student amenities, and other uses would likely be included in this and other buildings along with the remainder of the classrooms. A large multi-purpose room may be built as a separate structure or may be included in one of the larger buildings. Figures 6 and 7, on pp. III.21 and III.22 in Chapter III, Section B, Visual Quality and Urban Design, provide examples of possible building massing and layout on the site. These figures show that the site is large enough to accommodate desired classroom, administration and assembly functions.

The buildings would likely be designed around a central, open-air courtyard in the middle of the new Mission Campus. As Figure 6 shows, the courtyard could have a large, open entrance from Mission Street, which would draw in people from the surrounding community. Another possible courtyard layout, shown in Figure 7, has a courtyard partially enclosed by buildings with a narrow entrance from Mission Street. This would reduce the non-student pedestrian traffic from Mission Street and create a courtyard used primarily by the students and faculty of Mission Campus.

One level of underground parking would provide approximately 110 parking spaces. The parking garage would be about 44,000 sq. ft., the approximate size of the lot, and would require excavation to a depth of about 15 ft. The parking garage entrance and exist would be located on Bartlett Street. Separate from the parking garage entrance and exit would be one street-level loading dock, accessed from Bartlett Street.

PROJECTED STUDENT POPULATION

With development of the proposed project, the District anticipates that total daily student enrollment in the new Mission Campus would expand to about 6,400 students, evenly divided between day and evening courses.[4] The Campus would accommodate all administrative staff and day-students, who currently use the 106 Bartlett Street site, and would permit substantial expansion of daytime classes.[5] The current daytime enrollment (8:30 a.m. to 3:00 p.m.) of 1,600 students is expected to double to approximately 3,200 students attending one or more classes with the construction of a new Mission Campus. The Campus would also consolidate

all evening courses currently held in the 106 Bartlett Street site, Downtown High School, and Horace Mann Middle School. The total number of students attending evening courses (4:30 p.m. to 9:30 p.m.) is not expected to change from the current enrollment of 3,200 students.

A new building complex of the size described above would accommodate more than 3,200 students; therefore analyses that are based on numbers of people using the site use the capacity of the new buildings to establish the potential impacts that could result from the new facilities. For the evening program, for example, up to 800 additional students could be accommodated in 50 classrooms designed for 35 students each and 10 additional laboratories designed for 25 students each, for a total of 4,000, assuming two different classes are offered in each classroom and lab during the 4:30 to 9:30 p.m. period. This additional 800 students is based on a general program for site development and does not reflect specific growth or expansion plans by San Francisco City College for Mission Campus. It also does not account for students who take more than one class and therefore stay at the campus for the entire evening. Therefore, the analysis presented in this document is conservative and may overestimate the extent of potential impacts that are related to numbers of people on site.

D. PROJECT SCHEDULE AND APPROVAL REQUIREMENTS

PROJECT SCHEDULE

The District expects environmental review to be completed by early summer 1998. If the District approves the project, it expects to purchase the selected site shortly after approval with funds provided by a previously adopted City and County of San Francisco bond measure for educational purposes. The District would likely hold the current lease agreements until the District has received funds for construction. Obtaining funding from the state for construction of the new Mission Campus could take four or more years. Construction would take from 18 to 24 months, with construction starting two to five years from the present. Construction financing will be sought from the state, but is uncertain at this time.

APPROVALS REQUIRED

Following a public review period and a public hearing on the Draft EIR, the District will prepare written responses to written and oral comments received from the public. The EIR will be revised as necessary and presented to the San Francisco Community College District Board of Trustees for certification. Following certification and consideration of the information contained in the Final EIR, the Board of Trustees will consider whether to approve acquisition of the proposed Mission Street site. If the Board of Trustees selects the Mission Street site, or the alternative site discussed in the Final EIR, the San Francisco Board of Supervisors would be asked to release bond funds for the purchase. The Board of Supervisors is a Responsible Agency under the California Environmental Quality Act and would consider the information contained in the Final EIR prior to making its decision. The Chancellor's Office for the California Community Colleges would approve use of state funds for construction of the college facilities. Building permits for the proposed new buildings on the site would be submitted to the Division of the State Architect, Office of Regulation Services, for review and approval prior to construction.

NOTES: Project Description

1. State law defines the existing and proposed Mission facilities as an "educational center" (5 Cal. Code Reg. Section 55827). However, because City College of San Francisco routinely refers to its various educational centers throughout San Francisco as "campuses," this project will be referred to as the "Mission Campus."

2. City College of San Francisco, *Mission Campus: Needs Assessment and Schematic Study*, September 18, 1997, pp. 13-16.

3. City College of San Francisco, *Mission Campus: Needs Assessment and Schematic Study*, September 18, 1997, p. 21.

4. Carlota del Portillo, Ed.D., Dean, Mission Campus, City College of San Francisco, letter to EIP Associates, December 12, 1997.

5. Assumes classrooms in the 106 Bartlett Street building would not be used by Mission Campus because they were determined to be inadequate by the College District's *Five Year Construction Plan*.

III. ENVIRONMENTAL SETTING AND IMPACTS

This Chapter describes the existing conditions on and around the project site, and discusses potentially significant environmental effects that could result from implementation of the proposed project for Land Use and Planning, Visual Quality and Urban Design, Cultural Resources, and Transportation topics. Other potentially significant environmental effects were discussed in the Initial Study, circulated along with a Notice of Preparation issued on March 12, 1998, and were found not to be significant or were mitigated to less-than-significant levels by mitigation measures included as part of the proposed project. Therefore, these topics have not been discussed further below. The Notice of Preparation and Initial Study are provided in Appendix A to the EIR.

A. LAND USE AND PLANNING

SETTING

LAND USE

The project site is located in the Mission District of San Francisco, a primarily residential district with about 70% of the total building area used for that purpose. The businesses within the Mission District are predominantly retail (45%) and office (30%) establishments.[1] Mission Street is one of the main neighborhood-commercial shopping streets in the District.

The project site occupies the central portion of the block bounded by Mission, 22nd, Bartlett, and 21st Streets in the center of the Mission District in San Francisco. The approximately 44,000-square-foot (sq. ft.) lot is located midway between 21st and 22nd Streets, and extends from Mission Street through to Bartlett Street (see Figure 1). The project site currently contains a Giant Value building, with a footprint of about 19,100 sq. ft.; a small parking lot

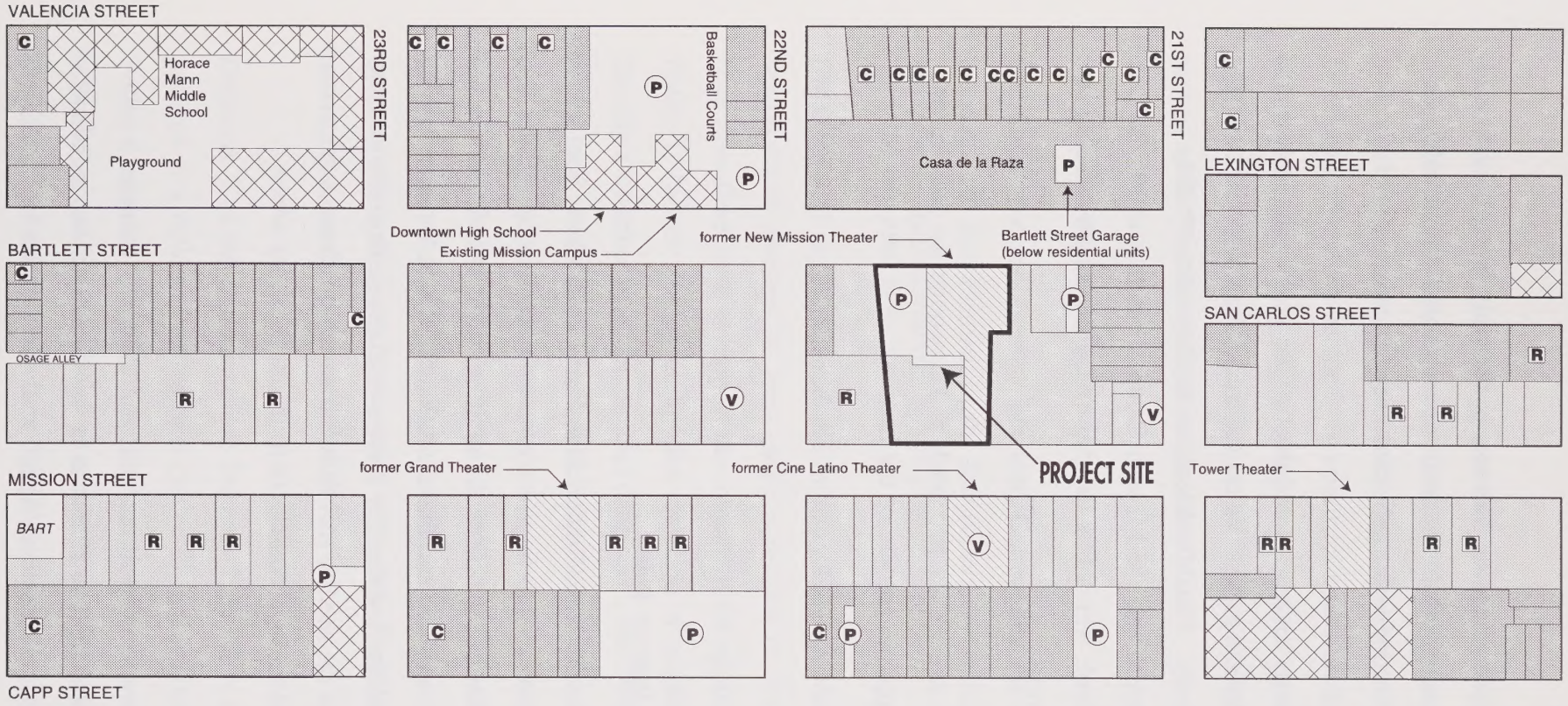
of approximately 5,000 sq. ft.; and the New Mission Theater building with a footprint of about 19,500 sq. ft. The remaining area on the site is alleys used for building access.

The Giant Value building, at 2558 Mission Street, is in the southeast corner of the project site and occupies most of the street frontage along Mission Street. The building is occupied by two retail establishments. The majority of the building space is occupied by the Ninety Nine Cents Only Giant Value retail store, which sells a wide variety of discount goods. A small segment of the northern portion of the building is used by the Giant Value Furniture And Mattress Company for the sale of furniture. The parking lot is in the southwest corner of the project site along Bartlett Street. It provides about 14 parking spaces for Giant Value employees.

The New Mission Theater building, located in the northern portion of the project site at 2550 Mission Street, is no longer used as a movie theater. Currently, the Evermax Company operates a furniture retail store in the old theater building. The narrow lobby (approximately 30 feet wide) with an entrance on Mission Street is the location of the furniture store's display floor and register. The large theater auditorium in the northwest corner of the lot off Bartlett Street is used as the storeroom for the furniture store.

The area adjacent to the project site along Mission Street is characterized by two- to four-story commercial and mixed-use buildings. Commercial activities along Mission Street are primarily retail and restaurant uses, with several banks interspersed. The most notable is the 8-story Bay View Federal Bank building on the southeast corner of Mission and 22nd Streets. A number of mixed-use buildings along Mission Street have residential units or offices above ground-floor commercial uses. See Figure 2 for the local land uses.

In addition to the New Mission Theater building on the project site, three other old movie theater buildings are located with one block of the project site. The Cine Latino Theater building is located directly across the street from the project site at 2551 Mission Street, and is closed due to damage from the 1989 Loma Prieta earthquake. The Grand Theater building is located one block south of the project site at 2665 Mission Street. The building has been



LEGEND

- Residential
- Commercial/Retail
- School/Institutional Use
- Theater Building
- R — Primarily Ground Floor Commercial with Residential Above
- C — Primarily Residential with Ground Floor Commercial
- V — Vacant Building
- P — Parking Lot
- P — Parking Lot Partially Below Grade

Source: EIP Associates

No Scale

EIP ASSOCIATES

Existing Land Uses Figure 2
Mission Campus EIR

closed as a movie house, but like the New Mission Theater, is currently being used as a retail store. The Tower Theater is located one block north of the project site at 2465 Mission Street; it is still open and operating as a movie theater.

Residential uses predominate in the areas to the east and west of the project site in two- and three-story buildings. Along larger streets such as Valencia Street, the residential buildings include ground-floor commercial activity. Notable exceptions to these uses are the Downtown High School at 110 Bartlett Street, the Mission Campus building at 106 Bartlett Street, and Horace Mann Middle School, which fills the majority of the block bounded by 23rd, Bartlett, 24th, and Valencia Streets.

The nearest open space to the project site are the two brick plazas around the 24th Street Mission BART station entrances at opposite corners of the intersection at 24th and Mission Streets.

PLANNING AND ZONING

San Francisco Community College District Plans

San Francisco Community College District's *1999-2003 Five Year Construction Plan* presents the services of the District and its needs for meeting future goals. The District's educational plan includes three priorities: maintain open access to all adults who can benefit from a post secondary education; maintain quality service; and make continuous efforts to meet the changing needs of San Francisco residents and the Bay Area workforce.[2] In order to meet these goals, the District has identified the need to maintain infrastructure through renovation and restoration of older facilities, and through construction of new facilities where appropriate and necessary.

The *Five Year Construction Plan* states that the current Mission Campus "occupies a sub-standard leased school building that was built in 1939 and is significantly deteriorated, lacks adequate instructional space and may present several health and safety problems."[3] A *Needs*

Assessment and Schematic Program Study found that the existing Mission Campus has an inadequate number of classrooms, inadequate faculty and student amenities, and provides a poor teaching environment (acoustics, lighting, thermal control, and room size).[4] The District has therefore decided "to construct a new facility to meet the academic needs of the campus and consolidate course offerings as classes are currently being offered in multiple locations."[5] The Mission Campus is the District's third highest ranked academic building project in its *Five Year Construction Plan*.[6]

San Francisco General Plan

The Commerce and Industry Element, Community Facilities Element, Urban Design Element, and Arts Element of the *San Francisco General Plan* set forth planning objectives and policies that are relevant to the proposed project.

Objective 6 of the Commerce and Industry Element states "maintain and strengthen viable neighborhood commercial areas easily accessible to city residents." Several policies that have been developed to support this objective are applicable to the proposed project: Policy 1, "ensure and encourage the retention of neighborhood-serving goods and services in the city's neighborhood commercial districts"[7]; and Policy 3, "preserve and promote the mixed commercial-residential character in neighborhood commercial districts."[8] The proposed project would result in the loss of three retail businesses that currently operate on the project site and, therefore, would conflict with the Policies 1 and 3 of Objective 6 of the Commerce and Industry Element. Insofar as the Mission Campus might provide a student bookstore or student-run cafe as part of its new facilities, it could provide neighborhood-serving services in conformity with Policy 1.

Objective 7 of the Commerce and Industry Element is intended to "enhance San Francisco's position as a national and regional center for governmental, health, and education services." Policy 2 supports Objective 7 by encouraging the extension of needed educational services as a "valuable and needed service to residents and employment opportunities."[9] Similarly, Objective 8 of the Communities Facilities Element states that "public school facilities should

be distributed and located in a manner that will enhance their efficient and effective use." More specifically, Policy 1 states "provide public school facilities for education in accordance with the need for such facilities as defined by the...Community College District."[10] The proposed project would conform with Objective 7 of the Commerce and Industry Element by enhancing San Francisco's educational services, and would conform with Objective 8 of the Communities Facilities Element by providing facilities needed by the Community College District.

The Urban Design Element includes policies related both to new development and to preservation of important structures, providing policies with regard to City Pattern, Conservation, Major New Development, and Neighborhood Environment. Several Objectives and Policies would apply to the proposed project. Objective 2 of the Urban Design Element is intended to help conserve architectural resources. Policy 6 of Objective 2 states, "Respect the character of older development nearby in the design of new buildings."[11] Objective 3 calls for moderation of major new development to complement the neighborhood environment. Policy 5 calls for new development to relate the height of buildings to the height and character of existing development.[12] Because the specific building designs have not been determined, it is not possible to provide a detailed assessment of the compatibility of the project's design features with those of the adjacent Mission Market building and others nearby. Based on the massing diagrams in Figures 6 and 7 (see pp. III.21 and III.22 in Section B, Visual Quality and Urban Design), it is reasonable to assume that the project would relate to the low-rise character of nearby buildings because the project's building(s) would be essentially the same height as the nearby buildings with articulations that could be typical of smaller community establishments, and because there are no plans to include massive buildings out of character with those now on the site and on the project block.

Objective 2 of Goal VI of the Arts Element is intended to "increase opportunities for public art throughout the city." Policy 2 of Objective 2 states "protect, maintain, and preserve existing art work in the City Collection and art required by ordinance."[13] The loss of the mural "Butterflies," would not conflict with Policy 2 because it is not a part of the City

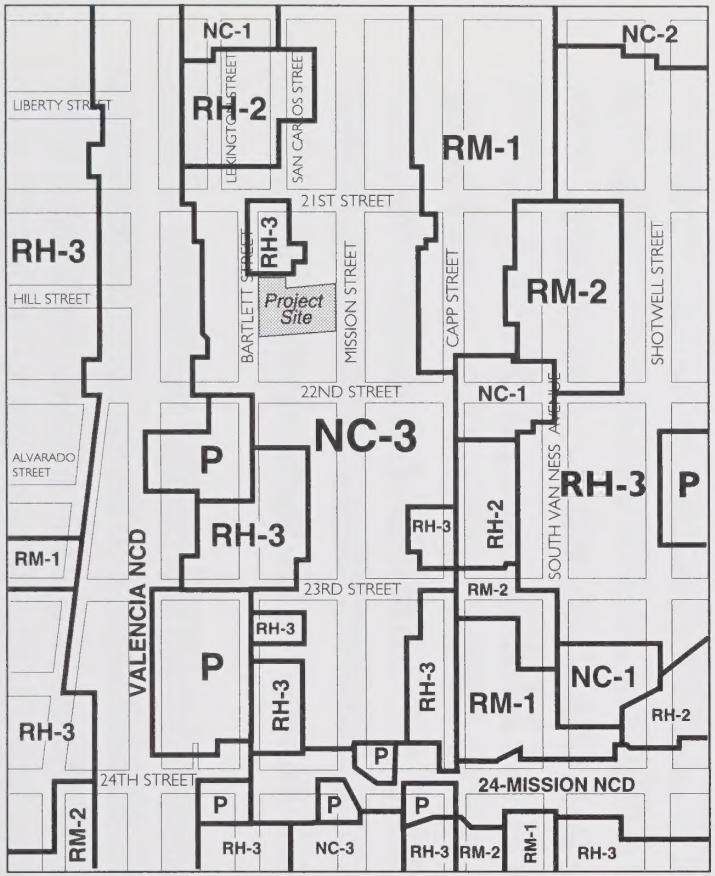
Collection or required by ordinance (see Section B, Visual Quality and Urban Design, for a discussion of the mural "Butterflies").

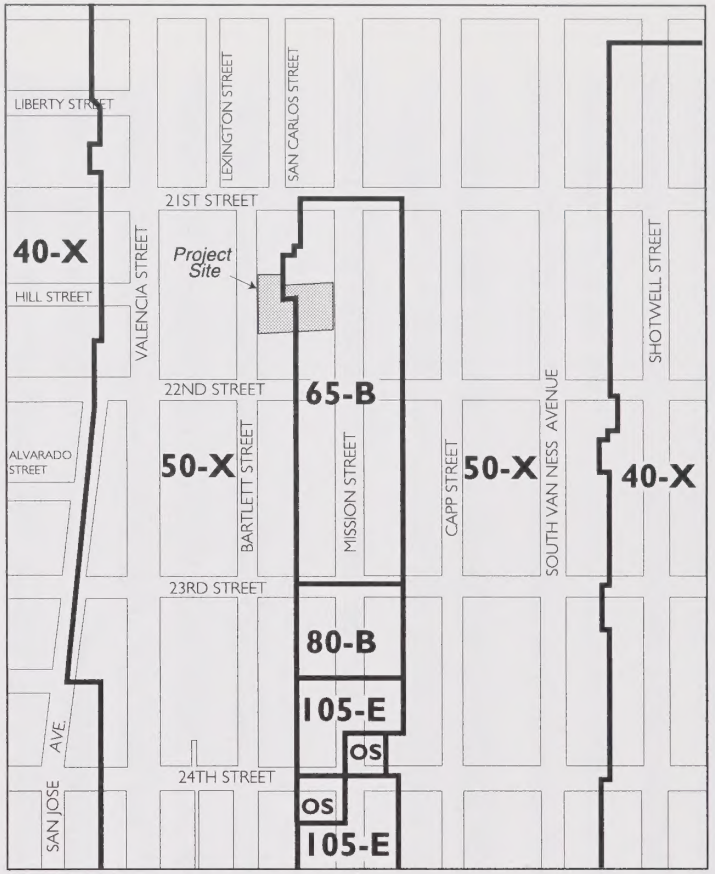
Zoning

The project site is located within a Moderate-Scale Neighborhood Commercial Use District (NC-3) on the San Francisco Zoning Map (see Figure 3). Section 712.1 of the San Francisco City Planning Code describes the NC-3 use district and states that it is "intended in most cases to offer a wide variety of comparison and specialty goods and services to a population greater than the immediate neighborhood, additionally providing convenience goods and services to the surrounding neighborhoods." The NC-3 district along Mission Street begins at 15th Street and stretches south to 24th Street. The areas east of the project site are residential districts with several types of residential house districts (RH-2, RH-3) and residential mixed districts (RM-1, RM-2). West of the project area is the Valencia Neighborhood Commercial District (NCD), which runs north and south along Valencia Street.

Controls for the NC-3 districts are shown in Table 712 of the City Planning Code. Large institutional uses, as defined in section 790.50, are permitted in NC-3 districts. In NC-3 districts street frontage is required by section 145.1 as follows: No more than 1/3 of the width of a new structure facing a street shall be devoted to ingress/egress for parking. This street frontage requirement would apply to the Mission Street side of the project site. Section 151 of the Planning Code requires one off-street parking space for every two classrooms in a post-secondary educational institution, and section 152 requires one loading dock for institutional buildings from 100,001 - 200,00 gross square feet (gsf). Street trees are required for all new buildings constructed in NC-3 districts as defined by section 143. No open space is required with the construction of a new building in an NC-3 district.

The project site is divided between two Height and Bulk Districts. The west half of the lot is designated as 50-X, which allows a maximum height of 50 feet and has no building length or diagonal dimension limits. The east half of the lot is in a 65-B district, which allows a maximum building height of 65 feet with a maximum building length of 110 feet and





Land Use Districts Legend

P Public Use District

RESIDENTIAL DISTRICTS

RH-1 Residential, House Districts, One-Family
RH-2 Residential, House Districts, Two-Family
RH-3 Residential, House Districts, Three-Family
RM-1 Residential, Mixed Districts, Low Density
RM-2 Residential, Mixed Districts, Moderate Density
RM-3 Residential, Mixed Districts, Medium Density

NEIGHBORHOOD COMMERCIAL DISTRICTS

NC-1 Neighborhood Commercial Cluster District
NC-2 Small-Scale Neighborhood Commercial District
NC-3 Moderate- Scale Neighborhood Commercial District
Valencia Neighborhood Commercial District (NCD)
24th-Mission Neighborhood Commercial District (NCD)

Height and Bulk Districts Legend

Numbers indicate maximum building height

00-Z

Letters indicate planning code bulk districts

BULK LIMITS

Letter	Height above which Max. plan dim. apply	Maximum plan dimensions Length	Diagonal
B	40	110	125
E	50	110	140
X	Bulk Limits not applicable		

OS =Open Space District

0 1000 ft.

Scale Approximate

Source: EIP Associates, Department of City Planning and City Planning Zoning Sheets 7 and 7H

EIP ASSOCIATES

Planning Code Use Districts and Height and Bulk Districts Figure 3

Mission Campus EIR

maximum diagonal dimension of 125 feet for any portion of the building taller than 50 feet (see Figure 3).

Section 295 of the City Planning Code (Proposition K) requires a shadow study of new buildings over 40 ft. tall to determine whether the structure would add new shadow to property under the jurisdiction of the San Francisco Recreation and Park Commission.

IMPACTS

SIGNIFICANCE CRITERIA

The project would have a significant environmental effect on land use if it were to substantially disrupt or divide the physical arrangement of an established community or be incompatible with or substantially change land uses in the vicinity of the project. The project would also have a significant environmental effect if it were substantially inconsistent with environmental policies of the *San Francisco General Plan*, or substantially inconsistent with City Planning Code requirements, including zoning requirements.

LAND USE

The proposed project would require demolition of the New Mission Theater building at 2550 Mission Street and the Giant Value building at 2558 Mission Street. The entire New Mission Theater building is approximately 19,500 square feet (sq. ft.); the lobby of the theater building (about 3,500 sq. ft.) houses the majority of the active retail use of the Evermax Company. Most of the remaining 16,000 sq. ft. is used as storage. The approximately 38,000-sq.-ft. Giant Value building and its associated retail uses would be displaced.[14]

City College of San Francisco would replace these structures and the small parking lot with approximately 133,000 gross square feet (gsf) of building space and 44,000 gsf of underground parking. This would increase the building space on the site by about 75,500 gsf and increase the parking by about 39,000 gsf (from 14 to about 110 spaces). Access to the

underground parking garage and the loading dock would be from Bartlett Street. The proposed project would likely include a courtyard to provide passive recreational space for students and faculty before and after classes. Depending on the design of the courtyard entrance from Mission Street, the courtyard may attract substantial numbers of people not directly affiliated with the Mission Campus.

The Mission Campus would be comprised of about 50 classrooms, 10 laboratories (primarily computer and language labs), one large bio/chemistry lab, one large press room for graphic design courses, administration and faculty offices, a multi-purpose room, a lecture hall, some ground-floor retail-type uses (such as a student-run cafe and a student bookstore), and possibly a child care facility.[15] Most of the facilities described above would be used for typical educational activities and will not be discussed further. A student-run cafe and student bookstore would be intended primarily for use by Mission Campus students and faculty members; but depending on the location (proximity to Mission Street) and the products sold, they could attract people not directly affiliated with the Campus. A child care facility would provide necessary child care services for parents attending Mission Campus classes. The multi-purpose room or the lecture hall might be used occasionally for community-related activities such as neighborhood meetings or lectures/performances open to the public, although the frequency of these types of uses is not known.

The proposed project would alter the intensity and nature of land use on the project site. The proposed Mission Campus institutional use would replace the retail activities currently operating in the New Mission Theater building and the Giant Value building. However, because the majority of the existing Mission Campus facilities are located about one block away from the proposed site, the project would not be incompatible with or substantially change land uses in the vicinity of the project. Land uses in the vicinity would remain mixed-use retail, residential, and institutional. The project also would not disrupt or divide an established community.

PLANNING AND ZONING

San Francisco General Plan

The proposed project does not appear to conflict with any environmental policies in the *San Francisco General Plan*. The *General Plan* is a policy-based document; it is expected that there will be conflicts among the various objectives and polices. Decision makers use the *General Plan* by balancing the various objectives and policies that may be relevant to the project under consideration. For the Mission Campus project, the College District Board of Trustees and other decision makers would balance consideration of policies in the Commerce and Industry Element regarding the loss of existing retail uses with policies supporting provision of educational facilities and services that would be met by the project. The Trustees would also consider relevant policies in the Urban Design Element and Arts Element in relation to policies supporting provision of educational institutions in the Commerce and Industry Element.

Zoning

The following analysis assumes that the City Planning Code is applicable to the proposed project, although the Community College District may choose to exempt this project from local zoning ordinances pursuant to the Government Code at some point in the future.[16]

The project site is located within an NC-3 use district. According to the City Planning Code, Table 712, large-scale institutional uses such as that proposed by City College are permitted in NC-3 use districts. The proposed project would comply with section 145.1 of the Planning Code because access to the parking structure and loading dock would be on Bartlett Street, not on Mission Street. Section 151 of the Planning Code would require 30 off-street parking spaces for the approximately 50 classrooms and 10 labs in the proposed project. The project proposes to include approximately 110 underground parking spaces, and, therefore, would comply with section 151. Because the project would provide more than 150% of the required number of off-street parking spaces, as limited by Section

204.5(c) of the Planning Code, construction of the 110-space parking garage would require a conditional use authorization following a public hearing before the City Planning Commission, pursuant to Planning Code section 157. The project would have a loading dock and, therefore, would comply with section 152. Street trees would be planted as required by section 143. The project would probably include some privately owned open space, though none is required.

The project site is divided between two Height and Bulk Districts: 50-X on the west half of the lot, and 65-B on the east half. The proposed building(s) would not be expected to exceed 50 feet in height and therefore would comply with height and bulk restrictions for the site.

After designs of the proposed project have been finalized and prior to final approval, a shadow study would need to be performed pursuant to Section 295 of the City Planning Code (Proposition K). Based on the location of the project site in relation to existing public parks under jurisdiction of the San Francisco Recreation and Park Commission, it does not appear that a 50-ft.-tall building would cast new shadows on Proposition K property.

In summary, the project would not be substantially inconsistent with City Planning Code provisions, and the environmental effects of the project on land use and planning would be less than significant.

NOTES: Land Use and Planning

1. San Francisco Planning Department, *San Francisco Neighborhood Profiles*, 1997, p. 80.

2. San Francisco Community College District, *1999-2003 Five-Year Construction Plan*, July 1, 1997.

3. San Francisco Community College District, *1999-2003 Five-Year Construction Plan*, July 1, 1997, p. 106.

4. City College of San Francisco, *Mission Campus: Needs Assessment and Schematic Program Study*, September 18, 1997, pp. 14-15.

5. San Francisco Community College District, *1999-2003 Five-Year Construction Plan*, July 1, 1997, p. 106.

6. San Francisco Community College District, *1999-2003 Five-Year Construction Plan* - "Mission Campus," July 1, 1997.

7. City and County of San Francisco, *San Francisco General Plan*, Commerce and Industry Element, p. I.2.20.

8. City and County of San Francisco, *San Francisco General Plan*, Commerce and Industry Element, p. I.2.26.

9. City and County of San Francisco, *San Francisco General Plan*, Commerce and Industry Element, p. I.2.40.

10. City and County of San Francisco, *San Francisco General Plan*, Community Facilities Element, p. I.7.18.

11. City and County of San Francisco, *San Francisco General Plan*, Urban Design Element, p. I.5.24.

12. City and County of San Francisco, *San Francisco General Plan*, Urban Design Element, p. I.5.33.

13. City and County of San Francisco, *San Francisco General Plan*, Arts Element, pp. I.9.28 - I.9.29.

14. Assumes a portion of basement and a portion of office and storage at mezzanine level, approximately equivalent to two full floors. Based on site observations made by EIP Associates.

15. City College of San Francisco, *Mission Campus: Needs Assessment and Schematic Program Study*, pp. 22-24.

16. Government Code sections 53091, 53094.

B. VISUAL QUALITY AND URBAN DESIGN

SETTING

VIEWS OF THE PROJECT SITE

Mission Street

The Mission Street frontage of the project site is dominated by the Giant Value building. The building is only two stories above ground, but is the same height as the three-story (approximately 40- to 45-foot-tall) Mission Market building to the south of the project site. The street-level entrance and display windows of the Giant Value building are set back about 15 ft. from the sidewalk. Above the street-level entrance, the building has an undifferentiated concrete panel facade with painted vertical stripes and a large, block-letter sign (see Figure 4).

The entrance to the New Mission Theater is one-story tall and about 30 feet (ft.) wide; it has a large Art Deco marquee and a tall sign (see Section C, Cultural Resources, for more information about the history of the New Mission Theater). The sign extends about 60 ft. above the top of the theater entrance, and can be seen for several blocks north or south along Mission Street. Presently, the original sign remains intact, although it has not been well maintained. The paint is faded and has chipped off in many places, exposing much of the sign's plate-metal exterior. The original marquee extends over the sidewalk to the street curb. It is believed that the majority of the original marquee is intact, although all three sides are currently covered by Evermax Company signs.

Bartlett Street

The auditorium of the New Mission Theater building is the only structure on the project site facing Bartlett Street. It is approximately 45 ft. tall, with several obvious additions to the original auditorium. The main addition is a 300-person balcony on the north side of the

View looking south at the Project Site from Mission Street, about 150 feet south of 21st Street.

Source: Diseño

EIP ASSOCIATES

Photograph, Mission Street looking South Figure 4
Mission Campus EIR

theater that is about 10 ft. taller than the rest of the theater. The auditorium building contains few windows and presents expanses of blank walls to the viewer (see Figure 5A). Some areas of the auditorium building walls are covered with graffiti, predominantly adjacent to the sidewalk, along the roofline, and along the sides of the stairwells.

A mural on the exterior wall at the south end of the New Mission Theater auditorium faces Bartlett Street. The approximately 10-ft.-tall by 30-ft.-long mural, titled "Butterflies," was painted by Catalina Gonzales and the Precita Eyes Young Women's Mural Workshop in 1993.

South of the New Mission Theater building on Bartlett Street is a small parking lot for about 14 cars. The lot is enclosed by an 8-ft. cyclone fence. Next to the parking lot is an approximately 25-ft.-tall "Giant Value" sign.

EXISTING VISUAL CHARACTER OF THE PROJECT AREA

The project site is located in a Neighborhood Commercial District on Mission Street. Buildings to the north and south of the project site along Mission Street are typically one- to four-story commercial and mixed-use structures. The only exception in the vicinity of the project site is the eight-story Bay View Federal Bank building, on the southeast corner of 22nd and Mission Streets. Most of the buildings along Mission Street have large, brightly colored signs and awnings. The buildings are a compilation of architectural styles from the early 20th century to current times, but all have street-level windows along the street frontage providing pedestrian interest.

The Mission Market building directly south of the project site at 2590 Mission Street was built in the early 20th century, probably after the 1906 earthquake (see Figure 5B). This mixed-use structure exhibits features typical of the simplified Beaux Arts style, including an overhanging cornice with classical detail, narrow pilasters bordering the second- and third-story windows, arched windows on the third floor, and a rounded corner at the intersection

A– View looking north at Project Site from Bartlett Street, about 100 ft. north of 22nd Street.

B– View looking north at Project Site from the intersection of Mission and 22nd Streets.

Source: Diseño

EIP ASSOCIATES

Photographs, Mission Street and Bartlett Street looking north Figure 5
Mission Campus EIR

of 22nd and Mission Streets. At street level, the Mission Market building has undergone minor modifications in the form of business signs and awnings, but the original decorative columns remain. Farther south, across 22nd Street, Leed's Shoe Store has a prominent sign on the top of the two-story building (vacant).

The building directly north of the project site is an approximately 15-ft.-tall one-story building divided for use by several retail establishments (see Figure 4). This building is characterized by street-level display windows and large awnings.

On the east side of Mission Street from one block north of the project site to one block south of the project site are three older movie theaters with prominent signs; see Figure 2 for the location of the theaters. All of the signs are in poor condition. East of the project site beyond Mission Street is a neighborhood predominantly made up of two- to four-story single- and multi-family dwelling units. Churches with towers up to 80 to 90 ft. in height and an eight-story convalescent hospital are the only buildings in the area above four stories, other than the Bay View Federal building on Mission Street.

Most of the buildings west of Mission Street in the vicinity of the project area are two- to four-story residential structures. Many residential buildings along Valencia Street and some along the east-west streets have ground-floor commercial uses. Directly across Bartlett Street, west of the project site between 21st and 22nd Streets is a residential complex (Casa de la Raza) with multiple individual roof elements up to a height of approximately 40 ft. Beneath this residential complex is a two-level public parking garage, the first floor of which is partially below street grade. The block southwest of the project site contains the approximately 60-ft.-tall school building used by the City College's Mission Campus and Downtown High School.

The project site and the surrounding areas are on relatively flat ground, about 3/4 of a mile or more from areas of higher elevation with a view of the project area. Long-range views of this portion of the Mission District can be seen from Twin Peaks and Dolores Heights to the

west, from portions of Bernal Heights to the south, and from portions of Potrero Hill to the east. Long-range views of the project site blend in with the surrounding neighborhood, because buildings on the project site are similar in height to surrounding buildings. Due to the north-south orientation of the New Mission Theater sign, it can only be seen from long-range views on Bernal Heights to the south.

IMPACTS

SIGNIFICANCE CRITERIA

The project would have a significant environmental effect on aesthetics if the development would substantially degrade the existing visual character or quality of the site or its surroundings, or have a demonstrable negative aesthetic effect. The existing visual character of the site is determined by the attributes of specific site features and by patterns that the features have assumed as a result of natural and/or cultural processes. Evaluation of potential project impacts on the existing visual character of the site requires analysis of each element of the project that would be introduced and how these changes (separately or collectively) would affect the character of the site and views of it from off-site locations. The project would have a significant environmental effect if it demolished a work of fine art without complying with state statutes applicable to preservation of fine art. The project would also have a significant environmental effect on aesthetics if it were substantially inconsistent with policies set forth in the Urban Design Element of the *San Francisco General Plan*. For a discussion of relevant Urban Design Element policies, see "San Francisco General Plan" in the Setting discussion in Section A, Land Use and Zoning.

VIEWS OF THE PROJECT SITE

At this time the final design of the new Mission Campus facilities has not been determined; therefore, the following discussion of visual quality impacts is based on the analysis of two possible design scenarios. The two design scenarios were chosen to provide a contrast in possible building massing and layout.

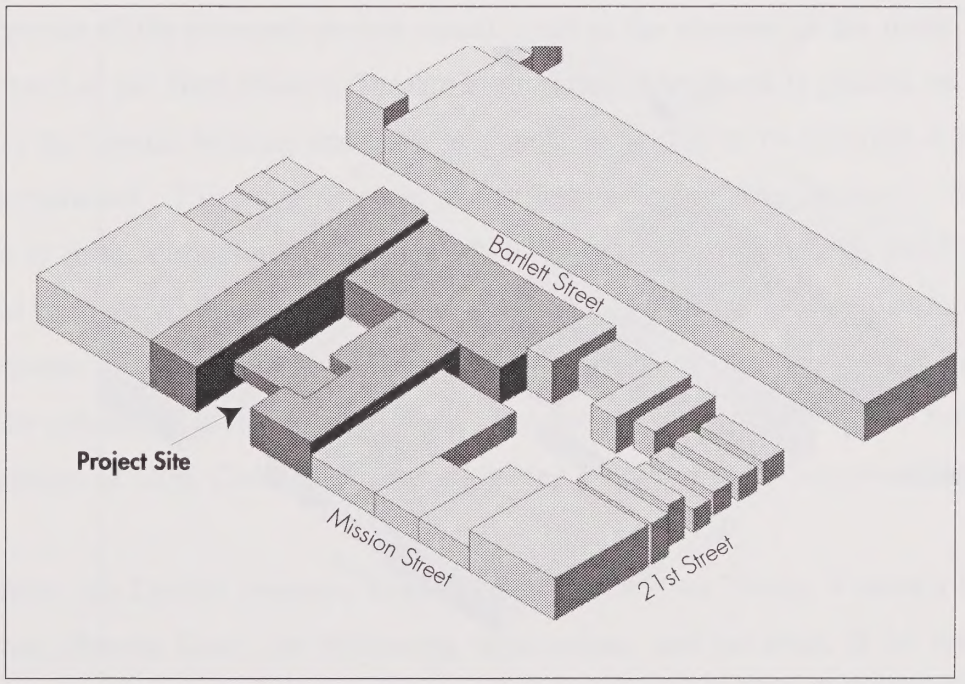
Mission Street

The proposed project would replace the existing Mission Street frontage on the project site, including the Giant Value building and the New Mission Theater entrance with sign and marquee. Design Scenarios 1 and 2, in Figures 6 and 7, show a three-story structure on the northern portion of the project site. This building would be taller than the existing Mission Street facade of the New Mission Theater and there would be a 15- to 20-ft. difference in height, compared to the adjacent building to the north. Height differences between adjacent buildings are typical along this portion of Mission Street. The middle of the project site along Mission Street would likely be the entrance to the Mission Campus, opening to a courtyard. This entrance and the open space beyond would reduce the building mass in the center of the site compared to the existing condition, and would create a break in the streetwall along Mission Street.

The greatest contrast between the two design scenarios on the Mission Street frontage would be on the southern portion of the project site. Under Design Scenario 1, the building would be the same height and flush with the Mission Market building to south. Under Design Scenario 2, the building would be a one-story multi-purpose room with a lower roofline than the adjacent Mission Market building. Because detailed design information is not available, it is not possible to determine whether the proposed project would maintain a consistent relationship with the Mission Market building facade.

The street-level facade of the new building(s) along Mission Street could affect pedestrian interest if the multi-purpose building presented a windowless facade. However, windows, other architectural elements, or a decorative mural at street level, which are likely elements of the college design, could enhance the pedestrian environment. Although the precise change in the street-level facade on Mission Street due to the proposed project is not known, because designs are preliminary, the change would not substantially degrade the existing visual quality of the site or have a demonstrable negative aesthetic effect.

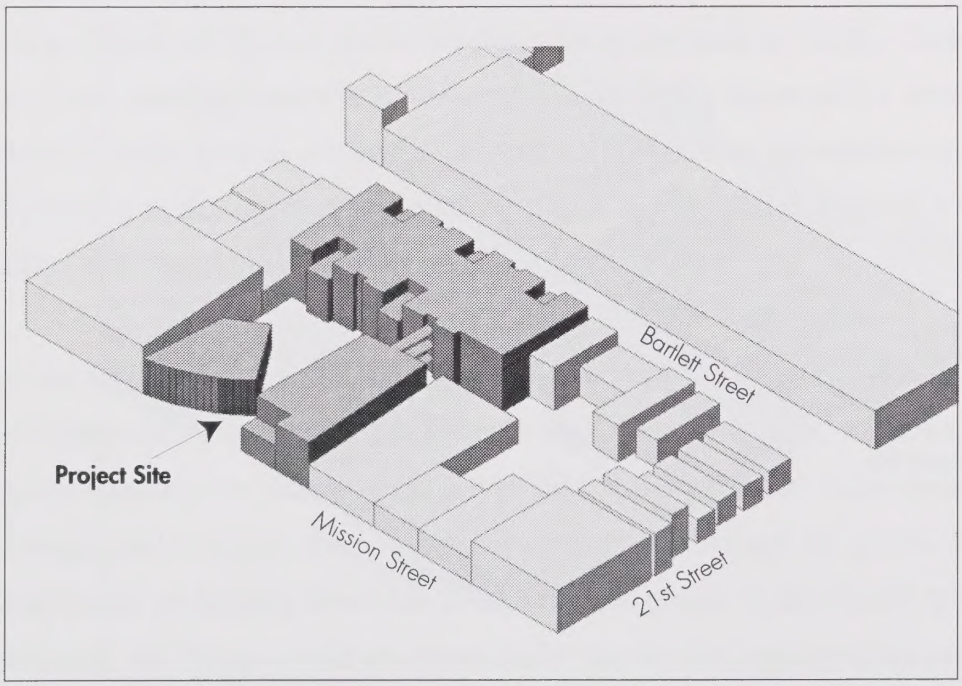
A– View looking south at Design Scenario 1 from Mission Street, about 150 ft. south of 21st Street



B– Isometric view of Massing Diagram for Design Scenario 1

Source: Diseño

A– View looking south at Design Scenario 2 from Mission Street, about 150 ft. south of 21st Street



B– Isometric view of Massing Diagram for Design Scenario 2

Source: Diseño

Bartlett Street

The proposed project would replace the small parking lot and the New Mission Theater auditorium on the Bartlett Street side of the project site. Both design scenarios show a building or buildings along the entire Bartlett Street frontage. These buildings would likely contain the majority of the classrooms for the Mission Campus, and would serve as the access to the parking garage and the loading docks. The classroom building(s) on Bartlett Street would be either three- or four-stories tall, but would not exceed 50 feet. The classroom building(s) would be about the same height as the existing theater auditorium, which is about 3/4 of Bartlett Street frontage on the project site (about 163 ft. of 208 ft. total). The project building(s) would replace the uncovered parking lot, which constitutes about 1/4 of the Bartlett Street frontage. It is expected that the classroom facility would include windows, doors, and other features of interest, replacing the essentially blank wall that is now presented by the theater auditorium.

Development of the proposed project would result in the removal of the mural, "Butterflies," on the back of the New Mission Theater auditorium. The mural is painted on the stucco siding of the theater building and does not appear to be able to be salvaged if the building were demolished. This mural is noted in *San Francisco Bay Area Murals*.[1] The mural appears to fit the definition of "fine art" found in California Civil Code §987, a state statute intended to preserve fine art. Therefore, demolition of the building and resulting destruction of the mural, without following the requirements of that section (i.e., notifying the artist), would be considered a significant impact. The project sponsor proposes to follow the requirements of Civil Code §987, thus mitigating the impact to a less-than-significant level.

In addition, the District proposes to work with Precita Eyes Young Women's Mural Workshop (Precita Eyes), the sponsoring organization, and the artist, if the artist is available, to mitigate the potential loss of the mural. The District will notify them of the intent to demolish the existing building and offer an opportunity to remove the mural from the building if removal is feasible. If the mural is determined to be removable and the expense is not unreasonable as determined by the District, the District will agree to fund removal; the

organization would be responsible for transportation and storage. If the mural is determined not to be removable, the organization will be offered an opportunity to photograph the mural as it exists at the time, and the District will work with Precita Eyes to provide for a new mural in or on one of the new buildings with the design and location to be approved by the District. (See also Chapter IV, Mitigation Measures, below, for the text of the Visual Quality and Urban Design mitigation.)[2]

VISUAL CHARACTER OF THE PROJECT AREA

The overall height of the proposed project building(s) along Mission Street would not exceed 50 feet, and therefore would not be noticeably taller than nearby buildings. The architectural design is not yet known and could be substantially different from existing nearby buildings. This difference would not, in itself, cause significant negative aesthetic effects.

Views along Mission Street would no longer include the New Mission Theater sign. As this sign does not have any historical designation, and is one of many prominent signs, loss of this feature would not be a significant effect. Because the New Mission Theater sign is oriented to face north-south along Mission Street, only long-range views from Bernal Heights to the south would be affected. Loss of the sign would not significantly affect the view from Bernal Heights because the sign is relatively far away, and several other prominent signs would remain in the same viewshed along Mission Street.

Lighting

A courtyard in the center of the proposed project site would be lit at night. If the lighting were exceptionally bright, light may spill out and be noticeable in surrounding areas, although the classroom building would shield the light from the residential units on the west side of Bartlett Street. Existing night lighting includes street lighting on Mission Street and adjacent streets, and courtyard lighting on the residential complex at 22nd and Bartlett Streets. While no detailed lighting plans are completed, it is not expected that lighting would adversely affect long-range views of the Bay from Dolores Heights or Twin Peaks. Lighting

of the courtyard would not substantially degrade the existing visual character of the site or have a demonstrable negative aesthetic effect, and thus this impact would be less than significant.

NOTES: Visual Quality and Urban Design

1. Drescher, Timothy, *San Francisco Bay Area Murals*, Pogo Press, 1998.

2. The present owner of the New Mission Theater building apparently has an agreement with Precita Eyes that the mural could be destroyed if the building were proposed to be demolished. The District has not yet had an opportunity to review this agreement or to determine whether the agreement would apply to the District if the District purchases the property.

C. CULTURAL RESOURCES

SETTING

ARCHITECTURAL RESOURCES

Project Site

A portion of the project site is occupied by the New Mission Theater at 2550 Mission Street, on Assessor's Block 3616, Lot 7. It is reputed to be the first large San Francisco theater designed specifically for showing films.[1] The original building on this site was constructed in 1907 and was known as the Mission Theater. The name was changed to the Premium in 1911 and then again in 1913 when it became known as the Idle Hour.[2] Extensive remodeling and new construction after a fire in 1916 incorporated this original structure as the lobby of an 1,800-seat movie theater. An annex which afforded an additional 300 seats was completed in 1917 to comprise what then became known as the New Mission Theater. Subsequent alterations between 1932 and 1936 included the modernization of the theater by architect Timothy Pfleuger. Pfleuger's alterations remodeled the lobby and added a marquee in the Art Deco style to the Market Street facade. The project was completed in the early 1940s by adding the towering Art Deco signage above the marquee. Additional alterations in the early 1960s significantly changed the New Mission Theater's interior and exterior character yet again.

While retaining many interior and exterior decorative details which reflect Timothy Pfleuger's 1930s Art Deco alterations, the original decorative details and floor plan have been significantly altered by numerous additions to the structure. The marquee, designed by Pfleuger, still marks the Mission Street entrance. The marquee and sign tower are in a state of neglect and disrepair.

The project site also includes the property currently known as the Giant Value Building, previously known as Hales Brothers Department Store or Hales Mission Store. Originally built in the Beaux Arts style, decorative details such as paired columns with Corinthian capitals, garlands, and a prominent cornice were removed during exterior alterations in the 1960s. The interior and exterior of this 3-story building were significantly altered at that time. The historic street level storefront was replaced with modern plate glass windows. The second and third story facades facing Market Street were covered in a smooth fascia with alternately colored vertical panels.

Architectural Surveys

Large neighborhood movie houses began developing in the Mission District primarily between 1916 and 1918 in response to the desire to replace the City's numerous nickelodeons which had been destroyed in the 1906 earthquake and fire. As home to more than a dozen theaters, the Mission District was one of the city's most popular entertainment centers.[3] The closing of the El Capitan theater in 1957 ushered in a trend toward closure and demolition of the Mission District's historic theaters due to dwindling crowds and changing neighborhood demographics. The 1989 earthquake damaged many of the remaining theaters and landowners began requesting demolition permits to redevelop the theater properties.

In April 1993, several local organizations, including Save Our Mission Playhouses, voiced concern for the remaining theaters in the Mission District. A resulting proposal to create a 'Thematic Mission Theater Historic District' was prepared and scheduled to be heard by the City and County of San Francisco Landmarks Preservation Advisory Board (LPAB) on April 7, 1993.[4] The proposal hearing was postponed until April 21, 1993. At that later date, the LPAB did not consider recommending action on the proposed district but instead directed staff members of the Planning Department to evaluate four of the theaters in the proposed district for landmark status eligibility.[5] The New Mission Theater had been listed as a contributory building to the proposed district, which included a total of nine Mission District theaters, but was not one of those chosen for individual evaluation. Two of the buildings

evaluated following this direction, the El Capitan Theater and Hotel, and Brown's Opera House, were recommended for designation as City Landmarks by the City Planning Department and LPAB after preparation of Landmark Case Reports.[6] The LPAB did not formally endorse the proposed district. The proposed district has not been considered by the LPAB or any other decision-making body since the 1993 proposal.

The New Mission Theater has been described as "unrated" or "not eligible for listing" on several historic resources surveys. The theater was unrated in the City's UMB Survey.[7] It was not included in the Department of City Planning's 1976 Architectural Survey and has been rated as not eligible for listing on the National Register of Historic Places by the State Office of Historic Preservation.[8] The New Mission Theater has not been listed as eligible for the California Register of Historic Resources.

ARCHAEOLOGICAL RESOURCES

In its natural condition, the primary project site was situated on a gentle slope near several sources of fresh water including the marshes bordering Mission Creek and Mission Bay. Such a setting represents a potentially favorable environment for the establishment of a Native American settlement. There is no archival record of prehistoric/protohistoric cultural resources within or adjacent to the project site.[9] Lack of any written archival evidence of prehistoric, Native American activity on the site does not, however, support a conclusion that no such use was made of the site. Native American shellmounds have been found under the sites of buildings in the South of Market area, north of the former Mission Creek marsh, and the project site appears to have been a favorable setting for the establishment of a prehistoric settlement southwest of the Mission Creek marsh. Therefore, there is a potential for the existence of such a subsurface cultural resource on the site.

During the Spanish, Mexican, and Early American periods and until the 1830s, the area surrounding and including the project site was part of a large undeveloped tract owned by the Mission used as pasture for cattle grazing. Development of the modern Mission District as a

neighborhood began in the 1830s as individuals were granted lands in an effort by the Mexican government to "secularize" the California missions.[10] The project site was part of a land grant to the De Haro family and continued to be used for grazing through the 1840's. The first evidence of structures near the project site was recorded in the Gold Rush era by the 1852 U.S. Coast and Geodetic Survey map of San Francisco.[11] The two small structures recorded at that time might have been associated with nearby Mission Dolores.

By the 1850s, the modern Mission District had developed into a suburban destination for recreation by inhabitants of the city center.[12] The area became more accessible in 1851 when a plank road was built from the city center to Mission Dolores north of the project site.[13] Archival sources suggest that the project block was graded during the 1860s and 1870s, although relatively little change probably occurred on the project site; about two to five feet of fill may have been used on the site to bring it into conformity with the established City base. Beginning in the 1870s, the project block was developed as a residential neighborhood, including at least three residences on the project site.[14] Developing slowly but steadily until the 1900s, the project site and adjacent properties retained the character of a residential district.

The fire that followed the 1906 earthquake did not reach the area near the project site, so relatively less destruction occurred. By the 1920s, the Mission District had become a thriving commercial center, including the movie theater on the project site.

IMPACTS

SIGNIFICANCE CRITERIA

The project would have a significant environmental effect on historic or architectural resources if it would significantly alter or demolish a building that is listed, or eligible for listing, on the National Register of Historic Places; is listed, or eligible for listing, on the National Register as a contributor to a listed historic district; or is designated as either a City

Landmark or a significant building in a City Landmark district. The project would also have a significant environmental effect if it caused a substantial adverse impact on the integrity of a listed historic district, or on other nearby historical or architectural resources. The project would have a significant environmental impact if it caused damage to important historic or prehistoric archaeological resources.

ARCHITECTURAL RESOURCES

This project would demolish both the New Mission Theater and the Giant Value building to make way for new construction. The New Mission Theater has been significantly altered in such a manner that the original theater and its history are difficult to determine.[15] Described as a "contributory altered" structure to the 1993 proposed Thematic Mission Theater Historic District, the Landmarks Preservation Advisory Board has not considered the building to be a candidate for City Landmark status. Neither building on the site is a qualified historical property, as neither is listed on any National, State, or local listing of significant historical resources or historic districts, either as an idividual property or contributing structure to a formally designated district. Therefore, demolition of these structures would not have a significant impact on the historic character of the site or its immediate environment.

ARCHAEOLOGICAL RESOURCES

Archival record of prehistoric cultural resources within or adjacent to the project site does not currently exist. Given the location of the site, near but not on the edge of the former marsh near Mission Creek, and given that Native American shellmounds and burial areas have been discovered in previously unsuspected locations in other developed areas in the northeastern part of San Francisco, it is possible that prehistoric artifacts could exist under the surface of the project site. If such artifacts were encountered during excavation for the Mission Campus buildings and were removed or destroyed without appropriate analysis and evaluation prior to removal, loss of this archaeological information would be a significant environmental effect. Mitigation Measures to reduce this potentially significant effect to less than significant are set forth in Chapter IV.

Until the Gold Rush era, archival data supports the assessment that the proposed project site remained in a natural state. It is therefore unlikely that subsurface cultural resources from the Spanish, Mexican, or Early American eras (1776-1848) would be encountered.[16] Archival research does not suggest that post-Gold Rush historical archaeological artifacts that may be found upon excavating for a subsurface parking garage would be of particular significance.

NOTES: Cultural Resources

1. City and County of San Francisco, Planning Department, Landmarks Preservation Advisory Board, *Proposal for the Thematic Mission Theater Historic District, Rough Draft Case Report-Updated February 1993*, Building by Building Inventory, p. 2.

2. *Marquee*, The Journal of the Theater Historical Society of America, Vol. 23: No. 3, p.10.

3. "Mission Theater Curtain Call", *San Francisco Bay Guardian*, May 1990.

4. City and County of San Francisco, Planning Department, Landmarks Preservation Advisory Board, *Notice of Meeting and Agenda*, April 7, 1998, p. 2.

5. *Ibid.*

6. City and County of San Francisco, City Planning Commission, *File No. 95.290L, Brown's Opera House (Victoria Theater), 2961 16th Street, Lot 31A in Assessor's Block 3570, Resolution No. 13979*, October 19, 1995 and Landmarks Preservation Advisory Board, *File No. 95.289L, El Capitan Theater and Hotel, 2353 Mission Street, Lot 24 in Assessor's Block 3595, Resolution No. 475,* May 17, 1995.

7. City and County of San Francisco, Planning Department, Landmarks Preservation Advisory Board, *A Context Statement and Architectural/Historical Survey of Unreinforced Masonry Building Construction in San Francisco from 1850 to 1940*, November 1990, Study Area 10, p. 44.

8. City and County of San Francisco, Planning Department, Office of Analysis and Information Systems, *Historic Resources Inventory Report: 2550 Mission Street*, January 20, 1998.

9. Allen G. Pastron, Archeo-Tec, *Archival Resources Evaluation of the Primary Site of the Proposed San Francisco City College Mission Center EIR Project*, San Francisco, CA, March 7, 1998.

10. *Ibid.*, p. 21.

11. *Ibid.*, pp. 27-29.

12. *Ibid.*, pp. 29-32.

13. *Ibid.*, p. 31.

14. *Ibid.*, pp. 37-38.

15. City and County of San Francisco, Planning Department, Landmarks Preservation Advisory Board, *Draft Case Report: (New) Mission Theater*, February 24, 1993.

16. Allen G. Pastron, Archeo-Tec, *Archival Resources Evaluation of the Primary Site of the Proposed San Francisco City College Mission Center EIR Project*, San Francisco, CA, March 7, 1998.

D. TRANSPORTATION

SETTING

This section presents a discussion of existing conditions in the vicinity of the project site. The streets near the project site are described and intersection conclusions are discussed. Transit service in the project are is described. Parking conditions are also discussed.

LOCAL STREET SYSTEM

The project study area is served by a grid street network. The Transportation Element of the *San Francisco General Plan* provides a description of the City's street network in terms of specific characteristics and functions (e.g. transit oriented, bicycle routes, etc.). A brief description of the important streets adjacent to and near the project site is presented below.

Mission Street - Mission Street is classified as a north-south secondary arterial in the area near the project site, and connects The Embarcadero on the east to the Mission District neighborhood and points south continuing to Daly City. Mission Street has four travel lanes, with two lanes in each direction. Parallel parking lanes are provided on both sides of the street. Mission Street is designated as a primary transit-oriented street, and is on the citywide pedestrian network. It is a Transit Conflict Street in the County Congestion Management Program (CMP) network. Mission Street also serves as a main corridor to several major residential neighborhoods in the City.

Bartlett Street - Bartlett Street is a collector street which fronts part of the project site. Bartlett Street has one travel lane (northbound only) and provides perpendicular parking on the west curb and parallel parking on the east curb. It is not designated in the Transportation Element of the *San Francisco General Plan*.

21st Street - 21st Street is an east-west collector street. It is a two-way roadway providing two travel lanes plus parking on both sides. It is not designated in the Transportation Element.

22nd Street - 22nd Street is an east-west collector street. It is a two-way roadway providing two travel lanes plus parking on both sides. It is also a designated bicycle route in the Transportation Element of the City's *General Plan*.

Valencia Street - Valencia Street parallels Mission Street in the project area. Like Mission Street, Valencia Street is a four-lane, north-south secondary arterial with two lanes in each direction. Parallel parking lanes are provided on both sides of the street. Valencia Street is on the Metropolitan Transportation System (MTS) network. It is also a designated bicycle route in the Transportation Element of the City's *General Plan*.

INTERSECTION CONDITIONS

Existing traffic volumes were collected during the weekday p.m. peak period (4:00 p.m. - 6:00 p.m.) on Tuesday, March 3, 1998 at the following intersections near the project site:

- Mission Street / Twenty-first (21st) Street
- Mission Street / Twenty-second (22nd) Street
- Bartlett Street / Twenty-first (21st) Street
- Bartlett Street / Twenty-second (22nd) Street

The operation of the two signalized study intersections was given a level of service, or LOS, rating based on the average amount of delay incurred by a typical vehicle moving through the intersection.[1] Delay is a good quantitative measure of driver discomfort, increased travel time, and increased fuel consumption. The LOS ratings for signalized intersections range from A,

indicating an average delay per vehicle of five seconds or less, to LOS F, indicating poor progression with an average delay greater than 60 seconds. A qualitative description of each level of service (A through F) is provided in Appendix B, Table B.1.

The level of service analysis for the unsignalized intersections was based on methodology described in Chapter 10 of the *1994 Highway Capacity Manual.* Like the operations approach for the signalized intersections, the methodology for unsignalized intersections determines an average delay per vehicle and provides a corresponding Level of Service designation of A through F.

Levels of Service A through D are generally considered excellent to acceptable conditions for both signalized and unsignalized intersections. LOS E is undesirable, and LOS F is an unacceptable condition.

Currently, the two study intersections on Mission Street operate with a traffic signal. The intersection of Bartlett and 22nd Streets currently operates with stop signs on the minor street approaches (Bartlett Street), and the intersection of Bartlett and 21st Streets operates as a T-intersection without any traffic control devices.

The p.m. peak hour (4:30 p.m. to 5:30 p.m.) traffic operating conditions at these intersections were analyzed based on the peak hour traffic volumes and the intersection geometrics (e.g. signal timing). It was found that all of these intersections currently operate at LOS B or better during the p.m. peak hour. Table 1 shows the existing delay and level of service at the study intersections. All intersections except the one at Bartlett and 21st Streets operate at LOS B. The Bartlett and 21st intersection currently operates at LOS A during the p.m. peak hour.

TABLE 1
INTERSECTION LEVELS OF SERVICE - EXISTING CONDITIONS
WEEKDAY PM PEAK HOUR

Intersection	Delay (sec/veh)	Level of Service
Mission Street / 21st Street	8.0	B
Mission Street / 22nd Street	8.9	B
Bartlett Street / 21st Street	1.6	A
Bartlett Street / 22nd Street	1.8	B

Notes:
sec/veh = seconds per vehicle

Source: Wilbur Smith Associates

TRANSIT SERVICE

The San Francisco Municipal Railway (Muni) and Bay Area Rapid Transit (BART) provide transit service to the vicinity of the project site. Muni routes serving the area include routes 14, 26 and 49. The 24th Street BART station is located less than one-half mile southeast of the project site, a five- to ten-minute walk. A brief description of the main existing Muni transit routes and existing BART service is presented below:

Muni Route 14-Mission provides service to and from the Oceanview District, downtown San Francisco, and the Ferry Building via Mission Street. It operates 24 hours a day and has a headway (time between buses) of about five minutes during the weekday p.m. peak period.

Muni Route 26-Valencia provides service between San Francisco State University in the southwestern part of the city to Fifth Street in the South of Market Street area in downtown, and provides stops along Valencia Street in the vicinity of the project site. It operates between 6:00 a.m. and 12:30 a.m. daily, with about 15-minute headways during the weekday p.m. peak hour.

Muni Route 49-Van Ness/Mission provides service between North Point Street in the northeast part of the city and the main City College Phelan campus, via Van Ness Avenue, Mission Street, and Ocean Avenue. Route 49 operates between 6:00 a.m. and 12:50 a.m. daily, with a nine-minute headway during the weekday p.m. peak hour.

BART - 24th Street Station: BART provides service from Colma and Daily City to East Bay locations along Mission and Market Streets, with a station located at 24th and Mission Streets in the vicinity of the project site. BART operates weekday service between 4:00 a.m. and midnight.

Current p.m. peak hour ridership data for the main Muni routes serving the study area is shown in Table 2. The table provides data for the aggregated capacity and ridership for the three lines in the north-south Mission/Valencia Streets corridor. Analyses of Muni transit ridership generally are prepared for corridors rather than on a line-by-line basis because when a particular route is overcrowded, riders often choose to use a nearby, parallel route; therefore it is not possible to establish with accuracy which bus line individual travelers would use, while it is possible to assign riders to a transit corridor. The table shows overall p.m. peak hour percent of capacity used for Muni routes. Capacity data includes an assumption that there will be a substantial number of passengers standing in each bus when the capacity used reaches 100%. The table indicates that overall capacity use for bus routes serving the northbound and southbound directions are 57% and 58%, respectively, well within established peak load thresholds of 100%.

BART afternoon peak hour capacity in the southwest-bound direction, from Civic Center and downtown to Colma, is about 8,740 passengers, assuming relatively few standees. The average hourly load is about 7,680, resulting in an 88% utilization of capacity, well below BART's 115% peak load threshold.[2] Northeast-bound BART trains are traveling in the "reverse-commute" direction between Colma and downtown San Francisco. These trains have plenty of capacity between Colma and 24th Street and so have not been quantified.

TABLE 2
EXISTING PM PEAK HOUR MUNI RIDERSHIP

Muni Corridor [1]	Hourly Capacity [2]	Average Hourly Load [3]	Percent Capacity Used
Northbound Direction	1865	1070	57%
Southbound Direction	1897	1094	58%

Notes:

(1) Aggregate of north-south Muni lines serving project area.

(2) Based on Muni Monitoring Data FY 1995-96. It assumes a substantial number of standees per vehicle and may not include the effects of missed or late runs.

(3) Based on Muni Monitoring Data FY 1995-96, Average load at maximum load point.

Source: Wilbur Smith Associates

PARKING

A survey of the public parking supply and occupancy conditions within a one-block radius of the proposed project was conducted on Tuesday, March 3, 1998. The parking survey was conducted between the hours of 4:00 p.m. and 7:00 p.m., and occupancy data was collected for on- and off-street facilities in the area. The survey area is bounded by 20th Street on the north, 23rd Street to the south, Valencia Street on the west and Capp Street on the east (see Figure 1, p. II.3, for the locations of these streets). A total of 804 (on- and off-street) public spaces were identified and surveyed in the one-block radius area.

Parking Inventory

Public on-street parking in this area is 75% metered. The remainder of the on-street supply is designated for residential permit parking or as handicap or white zone (passenger pick-up) spaces. Vehicles without residential permits can park in the residential designated spaces for up to one hour between the hours of 8:00 a.m. and 6:00 p.m. On-street parking in the area consists of the following:

- Residential Permit - 123 spaces
- One-hour meters - 304 spaces

- 30-minute meters - 13 spaces
- 30-minute yellow zone meters - 50 spaces
- Blue Zone Handicap - 4 spaces
- White Zone Passenger Pick-up - 2 spaces

Off-street public parking is housed in a structure on Bartlett Street across from the proposed project site (204 spaces), accessed from 21st Street, and at the surface lot of Bay View Federal Bank (104 spaces) located at the corner of 22nd and Capp Streets.

Parking Occupancy

Table 3 shows existing weekday evening parking occupancy in the area. Parking is about 85% occupied in the late afternoon and about 80% occupied in the early evening. There is an estimated 130 public on- and off-street spaces available between the hours of 4:00 p.m. and 5:30 p.m. and about 165 spaces between 5:30 p.m. and 7:00 p.m.

TABLE 3
PUBLIC PARKING OCCUPANCY DATA

		4:00 - 5:30 PM		5:30 - 7:00 PM	
Off-Street Parking	Capacity (spaces)	Occupied (spaces)	Percent Occupied	Occupied (spaces)	Percent Occupied
Bartlett Garage	204	156	77%	121	59%
Bay View Bank Lot	104	96	92%	65	63%
Total Off-Street Spaces	308	252	82%	186	60%
On-Street Parking					
Metered Spaces	373	307	82%	331	89%
Residential Permit Spaces	123	114	93%	120	98%
Total On-Street Spaces	496	421	85%	451	91%
Total Area Public Spaces	**804**	**673**	**84%**	**637**	**79%**

Source: Wilbur Smith Associates - March 1998

IMPACTS

This section explains the analysis methods used in assessing transportation impacts of the proposed project. Traffic levels of service at the four study intersections are presented for the p.m. peak hour (4:30 p.m. to 5:30 p.m.) for existing-with-project conditions and for future cumulative conditions in the year 2010. Transit demand from the project is also assessed in relation to service provided during the p.m. peak hour. The p.m. peak hour is the afternoon hour when intersections and transit facilities are most congested with commuters, generally about 4:30 p.m. to 5:30 p.m. in San Francisco. This is not necessarily when the greatest number of students would be traveling to or from the Mission Campus for classes; this period is chosen for analyses because it is the time at which any new travel could contribute to already congested conditions and therefore has the potential to cause the greatest impact. Mission Campus travel outside the peak hour would be less likely to overload intersections or transit facilities.

Parking demand from the project is discussed in relation to supply for informational purposes, although parking supply issues are not considered to be significant environmental effects, as explained in the Initial Study (see Section XVI, Transportation, in Appendix A). Pedestrian conditions in the area are not crowded, based on observation in the area, and have been focused out of the EIR in the Initial Study, as have bicycle and loading issues.

STANDARDS OF SIGNIFICANCE

Project impacts on the transportation system would be considered significant if project traffic would cause an intersection Level of Service to deteriorate below LOS D, to LOS E or F, or if the project would contribute substantially to cumulative traffic volumes causing an intersection to deteriorate to LOS E or F. Impacts on transit systems would be considered significant if additional transit demand exceeded capacity standards of the carriers serving the area near the project site.

TRAVEL DEMAND ANALYSIS METHODOLOGY

Trip Generation

The degree of transportation impact of the project on the surrounding roadways and intersections is calculated based on the number of new person trips that would be generated by the project. The p.m. peak hour trip generation for this project was based on information about the existing and anticipated operations of the Mission Center facility provided by San Francisco City College staff. Because the project site is one block away from the existing Mission Campus, existing trips were assumed to continue in the future as they are now, and were assumed to be included in the analysis of existing conditions presented in the Setting section, above. Therefore, impacts from use of the proposed new site would be from the net increase in numbers of students and faculty that could be accommodated at the new site. The net increase in project trip generation is determined by the number of classrooms, students per classroom, and additional faculty and staff to be added to the existing facility.[3]

The project proposes to add two new classrooms to the 48 classrooms now available for evening classes. The capacity of the new classrooms is assumed to increase to accommodate about 10 additional students each (to 35 students per classroom). The project would also include ten new language/computer laboratories. The laboratories are expected to accommodate about 25 students each. Therefore, all of these additional facilities would result in an additional capacity for about 800 more students at the campus for evening classes than are now at the existing sites. About 12 new faculty members would use the 12 additional classrooms and labs; this number would not be large enough to affect the assumed total of 800 net new persons at the site. To ensure a conservative analysis, it was assumed that there would be about 800 more students and faculty arriving and departing at the campus during the p.m. peak hour, although it is likely that many of the additional students would arrive before or after the p.m. peak hour, and that some would stay for more than one class, leaving considerably later than the p.m. peak hour.

Mode Split

Project-generated travel was assumed to demonstrate mode split characteristics similar to travel at the existing Mission College campus. The results from past surveys show that students' mode of travel has remained relatively consistent throughout the years. Therefore, the most recent mode split data (1993 and 1994) were used to derive the likely mode split for the 800 additional students. Table 4 shows the estimated mode choices (percentage) for Mission Center students.

It was calculated that 18% of all students would be driving an auto to the site, resulting in approximately 145 additional vehicles arriving at and departing from the area near the project site. Those who carpool to the site would arrive as passengers in some of these vehicles and so are included in the 18%. About 40% of students would use Muni or BART to reach the site, resulting in about 320 new transit trips to the site.

TABLE 4
PROJECT MODE SPLIT PERCENTAGE

Mode	Percent	Students
Muni/BART	40%	320
Walk/Bike	26%	208
Drive	18%	144
Carpool	7%	56
Other	9%	72
Total	100%	800

Source: San Francisco City College, Office of Research and Planning, "Student Information Questionnaire, 1993-1994"

Vehicle Trip Distribution/Assignment

The anticipated distribution of project traffic was derived based on the existing traffic patterns at the study intersections. Since the project mainly serves the local community, the majority of users are expected to be coming from within the City (mostly from the Mission District). Based on the existing turning movements at the intersections of Mission Street (at 21st and 22nd Streets), it was estimated that 50% of the project traffic would come from the south (via Mission Street), 35% of the project traffic would come from the north (via Mission Street), and 21st and 22nd Streets would serve as the primary routes for approximately 10% and 5% of project traffic, respectively. The additional 145 inbound and outbound vehicle trips were then assigned to the street network according to this distribution pattern and the level of service of the study intersections were re-calculated.

TRANSPORTATION IMPACT ANALYSIS

Project Traffic Impacts

Existing-With-Project Conditions

The p.m. peak hour levels of service for the study intersections (existing-with-project traffic) were calculated and are shown in Table 5 below. As shown, the intersections would continue to operate at acceptable levels of service (LOS D or better) with project traffic. Therefore, the project would not cause any significant traffic impacts on neighborhood streets and intersections.

Cumulative with Project Conditions

Project traffic impacts in the study area were also analyzed in combination with cumulative p.m. peak hour conditions for the year 2010. An overall annual traffic growth factor of one percent was applied to the existing background traffic volumes, and the additional traffic from the project was added on top of these future (year 2010) background volumes. The levels of service for the study intersections were calculated for the cumulative conditions.

TABLE 5
INTERSECTION LEVELS OF SERVICE - EXISTING WITH PROJECT CONDITIONS
WEEKDAY PM PEAK HOUR

Intersection	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Mission / 21st Street	8.0	B	7.9	B
Mission / 22nd Street	8.9	B	21.5	C
Bartlett / 21st Street	1.6	A	1.7	A
Bartlett / 22nd Street	1.8	B	3.8	C

Notes:
sec/veh = seconds per vehicle
LOS = Level of Service

Source: Wilbur Smith Associates

Table 6 shows the cumulative-with-project results and also shows the intersection levels of service under existing-with-project conditions, for comparison purposes.

Under cumulative conditions, with project traffic, intersection levels of service would deteriorate but not to unacceptable levels. Therefore, the project would not contribute to significant cumulative traffic impacts.

Transit Impacts

Existing-with-Project

The proposed project is estimated to generate about 320 additional transit trips to and from the project site. For the purpose of this analysis a 50 percent directional split was assumed (160 trips inbound / 160 trips outbound).[4] Transit trips generated by the project were distributed according to the north/south axis of the study transit routes with a 50 percent north/south split.

TABLE 6
INTERSECTION LEVELS OF SERVICE - CUMULATIVE CONDITIONS
WEEKDAY PM PEAK HOUR

	Existing with Project		Cumulative (with Project)	
Intersection	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Mission / 21st Street	7.9	B	8.9	B
Mission / 22nd Street	21.5	C	34.6	D
Bartlett / 21st Street	1.7	A	1.8	B
Bartlett / 22nd Street	3.8	C	4.3	C

Notes:
sec/veh: seconds per vehicle
LOS = Level of Service

Source: Wilbur Smith Associates, March 1998

The distribution percentage is similar to that of project vehicle trips. The potential impact of project transit trips on existing Muni and BART service is shown in Table 7.

The evaluation of peak hour project transit trips shown in Table 7 considers two worst case scenarios. Based on available data it was not possible to determine the actual Muni/BART project trip distribution share. Therefore, transit trip impacts were evaluated under two conservative scenarios. The first scenario evaluates project transit trips assuming all would occur exclusively on Muni, and the second considers the impact of project transit trips (southbound, peak direction only) assuming all would be exclusively on BART. As indicated, under both scenarios transit conditions would continue to operate within acceptable Muni and BART peak load thresholds.

Cumulative with Project

Cumulative transit impacts include assumptions of Muni ridership forecast for year 2015 based on forecasts prepared by the Metropolitan Transportation Commission staff and adapted by the San Francisco Planning Department and Redevelopment Agency for use in the

TABLE 7
PROJECT TRANSIT USE SUMMARY

Transit Facility	Peak Hour Capacity	Existing Peak Hour Load	Project Trips	Total Peak Hour Trips	Available Capacity Utilized
Muni [1, 2]					
Northbound Direction	1,865	1,070	160	1,230	66%
Southbound Direction	1,897	1,094	160	1,254	66%
BART[3]					
Southbound, Toward Daly City from Civic Center	8,740	7,678	160	7,838	90%

Notes:

(1) Muni peak hour capacity is based on Muni Monitoring Data FY 1995-96. Assumes a large number of standees per vehicle such that 100% of capacity is crowded conditions, and may not include the effects of missed or late runs. Capacities of the main lines serving the project site have been aggregated for these analyses, as it is not possible to assign travelers from the project site to individual Muni lines.

(2) Muni existing peak hour load is based on Muni Monitoring Data FY 1995-96; provides average load at maximum load point.

(3) Based on BART p.m. peak period capacity and load from *SF BART Short Range Transit Plan FY 1996-2005*.

Source: Wilbur Smith Associates

Mission Bay Draft SEIR.[5] The year 2015 cumulative scenario assumes that growth in Muni ridership would add about 430 and 440 passengers to routes serving northbound and southbound directions in the Mission Street corridor, respectively. Further, capacities for lines 14, 26 and 49 are not expected to increase and are assumed to remain the same, providing a conservative analysis. As indicated in Table 8, the cumulative forecast, plus project trips, would increase the overall capacity used to about 89% for routes serving the northbound and southbound directions. Overall, project area transit conditions would be expected to continue to operate within Muni established peak load thresholds of 100% capacity. Therefore, the project would not contribute to significant cumulative impacts on Muni.

The Project would contribute 2% or less of the total number of passenger trips in the southwest-bound (peak) direction on BART during the p.m. peak hour, assuming that all peak direction transit trips to the project site were made on BART and none on Muni. Based

TABLE 8
CUMULATIVE-WITH-PROJECT MUNI USE SUMMARY

Overall Study Area Muni Transit	Peak Hour Capacity [1]	Existing Peak Hour Load [2]	Cumulative Trips[3]	Project Trips	Total Peak Hour Trips	Available Capacity Utilized
Northbound Direction	1,865	1,070	428	160	1,658	89%
Southbound Direction	1,897	1,094	438	160	1,692	89%

Notes:

(1) Based on Muni Monitoring Data FY 1995-96. It assumes a large number of standees per vehicle, such that 100% of capacity is crowded conditions, and may not include the effects of missed or late runs. Capacities of the main lines serving the project site have been combined for these analyses, as it is not possible to assign travelers from the project site to individual Muni lines.

(2) Based on Muni Monitoring Data FY 1995-96, average load at maximum load point.

(3) Estimate from Metropolitan Transportation Commission Regional Transportation Model projections for the year 2015 and adjusted for San Francisco growth for the *Mission Bay Draft SEIR*, April 8, 1998, prepared by the City and County of San Francisco.

Source: Wilbur Smith Associates

on this extremely conservative assumption, the project would not contribute substantially to any cumulative impacts on BART from future ridership.

Parking Issues

Parking issues are not considered to create significant environmental impacts in San Francisco due to the dense urban nature of development and the availability of transit service in the city. *The San Francisco General Plan* Transportation Element contains policies that support a "transit first" approach to transportation. These policies, when implemented, help to reduce traffic congestion and contribute to reducing automobile-induced air pollutant emissions. Parking deficits serve to encourage people to shift to carpools and transit use, in furtherance of the "transit first" policies. Therefore, parking deficits are not considered significant impacts, and parking issues are presented for informational purposes only.

The estimated demand for project parking is based on the travel demand analysis which indicates an additional 144 peak hour vehicle trips. The additional peak hour parking demand is calculated as follows:

Additional Peak Hour Student Vehicle Trips	=	144 spaces
Additional Faculty Peak Hour Vehicle Trips	=	12 spaces
Total Estimated Project Parking Demand	=	156 spaces

The project would provide about 110 spaces in an underground parking garage, and would lose access to the 28 spaces at the existing campus site, for a net gain of about 82 spaces. The 14 spaces now on the project site would be eliminated; as they are used by Giant Value employees and patrons, the demand for these spaces would be eliminated as well with demolition of the existing buildings on the site. Based on the findings of the parking survey, an estimated 122 on- and off-street parking spaces would be available during the weekday peak period between 4:00 p.m. and 5:00 p.m., in addition to the net new spaces on the project site. The location and/or type of these spaces are:

Bartlett Street Garage	48 spaces
Bayview Bank Lot	8 spaces
Metered Spaces	66 spaces
Total	122 spaces

With parking on the project site, there would be a peak hour parking surplus of approximately 50 spaces (82 net additional spaces on the project site + 122 off-site spaces available = 204 spaces available; 204 spaces available - 156 space demand = 48 space surplus), and the expected project parking demand would be met within the one-block radius parking study area. Some students may find on-street metered spaces inconvenient to use if they attend classes that are longer that one hour or begin before 5:00, because most meters provide for parking for only one hour.

Construction Impacts

Detailed information about construction duration and number of truck trips generated is not available at this time. However, a general description of the anticipated construction activities is provided.

To construct new buildings for the Mission Campus is estimated to take approximately eighteen months to two years. Temporary transportation impacts would result from truck movements to and from the site during demolition of the two existing buildings, excavation for the new garage, and foundation and building activity. Demolition of the two existing buildings on the site would require approximately four to six weeks and would generate truck movements to remove debris. Excavation of the site would also generate truck movements in and out of the project site for trucks hauling excess soil.

While most construction staging would occur on-site, it is anticipated that sidewalk closures could be required, possibly on Mission Street and likely on Bartlett Street, and that parking would be temporarily prohibited adjacent to the site because curb lanes would be occupied to provide pedestrian walkways. It is also possible that the adjacent parking lane on Bartlett Street could be used for construction staging and that pedestrians would be rerouted to the sidewalk across the street. Double parking of trucks along Bartlett Street might also be required for trucks unloading materials. Double parking of trucks along Mission Street would be less likely to occur because of the substantial amount of traffic on the street and because Mission Street is heavily used by Muni buses; however, construction truck disruption on Mission Street adjacent to the site cannot be ruled out. Lane and sidewalk closures are subject to review and approval by the San Francisco Department of Public Works (DPW).

Construction transportation effects are temporary and therefore are not considered significant environmental impacts. The impact of construction truck traffic would be a temporary lessening of the capacities of streets due to the slower movement and larger turning radii of trucks. The reduction in capacity would slow movement of traffic, including Muni buses.

Lane blockage on Mission Street by queued or double-parked trucks, if it were to occur, would reduce the capacity of this street and interfere with the operation of transit vehicles. This reduction in capacity would be a temporary, short-term effect and would not be expected to occur on a daily basis during the two-year construction period. Therefore, it would be an insignificant impact.

Construction impacts would be considered insignificant. However, the project will include measures to reduce the effects of construction traffic and to minimize congestion. Generally, during the construction period, construction truck movement would be permitted only between 9:00 a.m. and 3:30 p.m. and after 6:30 p.m. and before 7:00 a.m. to minimize peak hour traffic conflicts. The District and construction contractor(s) would meet with the City's Traffic Engineering Division of the Department of Parking and Traffic, the San Francisco Fire Department, Muni, and the Planning Department to determine additional feasible traffic measures to reduce traffic congestion, including transit disruption (for example, potential double-parking on Mission Street), and pedestrian circulation impacts during construction of the project. Prior to constructing any foundations, the District or its contractors would consult with the Department of Parking and Traffic to establish a route for truck traffic that would cause the least interference with morning commute traffic on city streets.

There would be a temporary parking demand by construction workers. The amount of construction worker parking demand is unknown at this time. The demand would depend on the number of workers needed at the site, which in turn depends on the stage and level of construction activities. It is anticipated that construction workers could park near the project site, in the Bartlett Street garage.

Conclusion

Traffic generated by the proposed project would not cause any intersection to operate at unacceptable levels (i.e. below LOS D) under existing or cumulative future conditions. The project site is well served by transit, and project-generated transit demand would be

accommodated within acceptable peak load thresholds on both Muni and BART under existing or cumulative conditions. Project peak (4:00 p.m. - 5:30 p.m.) parking demand could be met within a one-block radius of the project site. Acquisition of the proposed site and construction of a new Mission Campus facility would not create significant transportation impacts.

NOTES: Transportation

1. Transportation Research Board, *1994 Highway Capacity Manual*, Chapter 9.

2. Based on San Francisco BART *Short Range Transit Plan FY 1996-2005*.

3. As explained in the Project Description, the transportation analysis is based on an assumed increase in the capacity of the proposed new facility, rather than a projection of growth. The analysis focuses on the p.m. peak travel period because that is the time when increases in travel due to the project would have the greatest potential to cause significant impacts. Therefore, increases in attendance or daytime classes, generally held between 8:30 a.m. and 2:30 p.m. have not been separately analyzed.

4. "Inbound" means northbound toward downtown from San Francisco toward the project site from locations south of the project site. "Outbound" mean southbound, away from downtown toward the project site from locations north of the project site.

5. These forecasts were based on growth assumptions for San Francisco that were greater than those prepared by the regional planning and transportation agencies and therefore proved a conservative cumulation future base condition. See the City and Count of San Francisco *Mission Bay Draft SEIR*, April 10, 1998, pp. V.E.38-V.E.39.

IV. MITIGATION MEASURES

A. MITIGATION MEASURES IDENTIFIED IN THIS EIR

The following mitigation measures would reduce the potential adverse archaeological effects associated with excavation of soil on the project site, and would reduce potential visual quality effects from loss of the existing mural, to less-than-significant levels.

ARCHAEOLOGICAL RESOURCES MITIGATION

The San Francisco Community College District ("District") shall retain the services of a qualified archaeologist to design a pre-construction research and testing program and a program to be implemented during excavation. The programs shall include at least the following elements:

- Following demolition of existing buildings, place a series of mechanical exploratory borings or trenches at selected locations within the project site, under the supervision of the archaeologist, observe and record the precise location of any cultural materials found, and retain these cultural materials recovered from the test locations for further study.

- Conduct laboratory analyses and evaluations of any materials recovered, as appropriate, and prepare a brief report for the District recommending whether further investigations would be necessary to mitigate adverse impacts to important archaeological artifacts likely to be encountered during site excavation. If determined to be appropriate, this measure could involve either of two options:

    a. If, after pre-construction testing, it appears that adverse effects could occur to important archaeological resources, establish an excavation program to include an on-site archaeological monitoring program to be carried out during excavation under the supervision of the archaeologist during which the archaeologist would record observations in a permanent log, resulting in a written report to be submitted to the District. The District or its construction contractor would designate one individual on site as its representative who would have the authority to direct and suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources, should they be encountered.

Should evidence of important archaeological resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the designated District representative, who would halt activities determined to have the potential to damage these resources. Ground-disturbing activities which might damage cultural resources would be suspended for a total maximum of four weeks over the course of construction for archaeological investigations if potentially important resources were found. If prehistoric, Native American resources were found, the California Native American Heritage Commission and local Native American organizations would be consulted and involved in making determinations about management of the resources, as called for by California statutes.

The archaeologist would prepare a final report for the District documenting the monitoring program, the resources encountered, an evaluation as to their significance, and a description of how exploration and recovery were accomplished. Copies of the final report would be supplied to the San Francisco Planning Department Office of Environmental Review and the Historical Resources Information System Northwest Information Center.

Or, in the alternative,

b. If, after pre-construction testing it appears unlikely that adverse effects could occur to important archaeological resources cultural materials during site excavation, the District would provide an opportunity for the archaeologist to instruct construction crews prior to excavation on the nature and appearance of potentially important cultural materials, instruct the contractor to halt earthmoving activity if unexpected deposits of cultural material are encountered until a qualified archaeological consultant has evaluated the importance of the materials and has offered recommendations for further investigation or mitigation if appropriate. The District would also instruct the archaeologist to prepare a brief report documenting the basis for the determination that further on-site monitoring is not necessary.

VISUAL QUALITY AND URBAN DESIGN MITIGATION

The San Francisco Community College District shall mitigate potential impacts from loss of the mural "Butterflies" by carrying out the following steps:

- The San Francisco Community College District shall make reasonable efforts to contact the artist who painted the mural "Butterflies" on the west side of the New Mission Theater building and Precita Eyes Young Women's Mural Workshop (Precita Eyes) prior to demolition of the New Mission Theater. The District shall provide the artist and Precita Eyes the opportunity to remove the mural from the building (if

possible) and shall offer to fund removal if the expense is not unreasonable as determined by the District. Removal shall occur within two months of notice to the artist and/or Precita Eyes.

- If the mural is determined not to be removable, the District shall:

  a. Offer the artist and Precita Eyes the opportunity to photograph the mural; and

  b. Solicit proposals from Precita Eyes to paint a new mural at the new College facility, at a location to be determined by the District, with the design/content of the new mural to be approved by the District.

B. MITIGATION MEASURES INCLUDED IN THE PROJECT

The following mitigation measures were included in the Initial Study to reduce potentially significant impacts from construction dust, asbestos removal, and construction noise. Implementation of these mitigation measures is included in the project and would reduce related impacts to less-than-significant levels.

CONSTRUCTION DUST MITIGATION

The District will include in all relevant construction specifications the following controls:

- Water all active construction areas at least twice daily.
- Cover all trucks hauling soil, sand, and other loose materials *or* require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

ASBESTOS MITIGATION

Prior to demolition of buildings on the project site, the project sponsor will have a certified asbestos contractor sample the existing buildings for the presence of asbestos contamination. If asbestos is found to be present in the buildings, removal will be performed by a State licensed asbestos removal contractor pursuant to all applicable regulations and requirements of the BAAQMD (Bay Area Air Quality Management District), Cal/OSHA (Occupational Safety and Health Administration), and the U.S. EPA (Environmental Protection Agency).

CONSTRUCTION NOISE MITIGATION

City College will include appropriate provisions of the San Francisco Noise Ordinance, related to construction noise, as found in San Francisco Police Code sections 2908 and 2909, in construction contract specifications for construction of any buildings on the new Mission Campus site.

V. ALTERNATIVES

This chapter identifies alternatives to the City College Mission Campus project and provides a comparative analysis of environmental impacts associated with each alternative. An EIR must "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives."[1] Sufficient information on alternatives is required to allow meaningful evaluation and comparison with the proposed project. The factors taken into account when a decision maker is considering an alternative may include site suitability, economic viability, general plan consistency, other plans or regulatory limitations, and whether the project sponsor can reasonably acquire, control or otherwise have access to the alternative. If a project alternative will substantially lessen the significant environmental effects of a proposed project, the decision maker should not approve the proposed project unless it determines that specific technological, economic, social, or other considerations make the project alternative infeasible. The EIR must also identify alternatives that were considered but were rejected as infeasible and must briefly explain the reasons underlying the lead agency's determination.

As part of the environmental review process for the Mission Campus project, three alternatives were analyzed. Based on this environmental review, and on public input, the San Francisco Community College District could select either the proposed project, an apparent best alternative analyzed below, or a combination of various features of the project and one or more alternatives. The alternatives selected for analysis are:

- Alternative A: No Project. Under this alternative, the City College Mission Campus would remain in its present location.
- Alternative B: No Underground Parking Garage. This alternative would include acquisition of the proposed site and construction of a new Mission Campus facility but

without the proposed 110 subsurface parking spaces, reducing the amount of excavation required. This alternative would be the environmentally superior alternative because it would reduce the extent of potential archaeology impacts without creating new significant impacts.

- Alternative C: Alternative Site at 19th and Harrison Streets. This alternative would include acquisition of a different site in the Mission District for the new Mission Campus facility.

The City College Mission Campus New Building Committee evaluated a number of alternative sites in addition to the proposed site and the site analyzed in Alternative C. A brief discussion of the other locations considered and the reasons they were not selected is also presented in this chapter in Section D, Alternative Sites Considered.

A. NO PROJECT ALTERNATIVE (ALTERNATIVE A)

DESCRIPTION

The No Project Alternative would result in no physical change to the site as it now exists. The New Mission Theater building would remain and would continue to be used as a retail store. The Giant Value building would remain as a retail store, with a small parking lot in the back. City College would continue to lease the building at 106 Bartlett Street for Mission Campus administrative offices and daytime and nighttime classes. Additional classroom space at 110 Bartlett Street and Horace Mann Middle School would continue to be leased for nighttime classes.

IMPACTS

With the No Project Alternative, land use, visual quality, cultural resources, and transportation impacts associated with the construction of the project would not occur. In general, the environmental characteristics of the No Project Alternative would be those described in the Setting subsections of this EIR (see the Setting subsection under each topic in Chapter III, Environmental Setting and Impacts, for a discussion of the existing

conditions, or setting, on and around the project site). There would be no potentially significant effects on subsurface cultural resources, as no excavation would occur. Therefore, this alternative would not require a mitigation measure to minimize potential impacts to archeological resources, as does the proposed project. Demolition of the New Mission Theater sign and marquee would not occur nor would demolition of the mural "Butterflies." This alternative would not preclude future demolition of the building or excavation of the site for other purposes.

Transportation conditions in the area around the project site would continue as described in Chapter III, Section D, Transportation, Setting. There would be no potential effects from construction dust, asbestos removal, or construction noise, all described in the Initial Study (see Appendix A) and therefore there would be no need for mitigation measures for these effects.

City College would continue to lease the building at 106 Bartlett Street for Mission Campus administrative offices and daytime classes. Additional classroom space at 110 Bartlett Street and Horace Mann Middle School would continue to be leased for nighttime classes. Because daytime enrollment fills the available capacity at the 106 Bartlett Street site, and because classrooms at 110 Bartlett Street (Downtown High School) and Horace Mann Middle School would not be available for day classes, this alternative would prevent the projected doubling of daytime student enrollment.

B. NO UNDERGROUND PARKING GARAGE ALTERNATIVE (ALTERNATIVE B)

DESCRIPTION

This alternative would develop the approximately 133,000-gross-square-foot (gsf) Mission Campus as described in Chapter II, Project Description, without an underground parking garage (i.e., 110 parking spaces would not be provided). This alternative would require demolition of the New Mission Theater building and the Giant Value building, as would the

proposed project. Under this alternative, the design and layout of the Mission Campus building(s) could be the same as that chosen for the proposed project. One or more, three- or four-story buildings containing the majority of the classroom space would likely be on Bartlett Street. One or more buildings would likely be on the Mission Street frontage of the project site with an open-air courtyard in the center of the Mission Campus. As with the proposed project, this alternative would include approximately 50 classrooms, 10 learning labs, a multi-purpose room, and other rooms necessary for the functions of the Mission Campus.

The total daily student enrollment in this alternative would be about 6,400 students, evenly divided between day and evening courses, the same as the proposed project.[2] This alternative would also consolidate all administrative staff and day-students from the 106 Bartlett Street site, and evening courses currently held in the 106 Bartlett Street site, Downtown High School, and Horace Mann Middle School. Daytime enrollment (8:30 AM to 3:00 PM) is expected to grow to approximately 3,200 students, while enrollment in evening courses (4:30 PM to 9:30 PM) is expected to remain at its current level, about 3,200 students.

Without a parking structure, excavation for building foundations would be between 5 and 10 feet deep depending on the substrate, whereas the proposed project would require excavation to a depth of about 15 feet. This alternative could require imported fill in some parts of the site where basements now exist. There would be an above-ground loading dock, as with the proposed project.

IMPACTS

Alternative B would develop the same amount of above-ground building space (approximately 134,000 gross square feet) as the proposed project. Impacts created by the change in land use would be essentially identical to the proposed project. The land use would change from a medium-scale retail use to a large-scale institutional use. Without the construction of off-street parking, this alternative would not comply with section 151 of the San Francisco

Planning Code, which would require 30 parking spaces for a post-secondary institutional use with 60 classrooms. The visual quality effects of this alternative would be the same as those described for the proposed project. The alternative would alter the view along Mission Street by removing the New Mission Theater sign and marquee, and by including a break in the streetwall formed by building facades with the opening to the courtyard (see Chapter III, Section B, Visual Quality and Urban Design, Impacts). Alternative B would demolish the New Mission Theater building, with the same effects as the project (see Architectural Resources in Chapter III, Section C, Cultural Resources, Impacts).

Excavation of the project site would be between 5 and 10 feet deep depending on the substrate conditions, whereas the proposed project would require excavation to a depth of about 15 feet. With less excavation, this alternative would reduce the possibility of potential impacts to cultural resources, compared to the proposed project, although some potential significant impacts could remain, depending on whether any excavation were to occur in areas of the site that now do not have basements.

The traffic and transit impacts from Alternative B would be the same as those described for the proposed project and would not result in significant environmental effects. As discussed in the parking analysis for the proposed project, there are about 120 on- and off-street parking spaces available during the weekday peak period between 4:00 p.m. and 5:00 p.m. Parking demand for Alternative B would be the same as that for the project, about 155 spaces. The alternative would not provide any on-site parking, and the existing 28 spaces available for Mission Campus use at 106 Bartlett Street would no longer be available, resulting in a shortfall of about 35 parking spaces. Available peak period off-street parking was identified outside the 1-block-radius parking study area at a private lot located near Mission Street between 19th and 20th Streets. A windshield survey of this lot indicated approximately 40 spaces available during the 4:00 p.m. to 5:30 p.m. peak period. Walking time from this parking lot to the project site is approximately 12 to 15 minutes.

A parking space shortfall is not considered to be a significant environmental impact, but it

could encourage more students to use transit to travel to and from the Mission Campus site. As shown for the proposed project, existing transit service could accommodate additional riders if some who now drive to the site were to shift to transit under this alternative.

Impacts from construction dust, asbestos removal, or construction noise, as described in the Initial Study in Appendix A, would apply to Alternative B. As with the proposed project, mitigation measures from the Initial Study are assumed to be included in the alternative and would reduce these impacts to a level of insignificance.

Archaeological mitigation could be necessary for this alternative, depending on the location and extent of excavation needed for building foundations. If all areas requiring depths of more than 4 to 5 feet below the existing street level were in areas with existing basements, no archaeological impact would be likely, and mitigation measures to avoid significant impacts to important historical archaeological artifacts would not be necessary. If some excavation were required below existing building basements or foundations, or in areas of the site without basements, mitigation similar to that described for the proposed project, but for a smaller portion of the project site, would be needed to mitigate potentially significant environmental impacts.

C. ALTERNATIVE SITE (ALTERNATIVE C)

DESCRIPTION

The New Building Committee for the Mission Campus studied nine sites in the San Francisco Mission District during 1994-1995 in its search for an appropriate new location for the college. One of the sites, on the south side of 19th Street between Harrison Street and Treat Avenue, was selected as the preferred site during this search. The location was not considered ideal, but more appropriate locations either were not available, were too small, or were too costly, as described in Section D, below. This alternative site was dropped from consideration when the property owner decided to negotiate for sale of the property to the

San Francisco Unified School District rather than the Community College District, and when the Mission Street site that is preferred became available for purchase. It is included in this EIR for comparison purposes and because it could become attractive in the future for reasons not now known.

This alternative site for the location of a new Mission Campus is in the block bounded by 19th Street, Harrison Street, Mistral Street and Treat Avenue at 3101 19th Street. The approximately 38,500-square-foot site is lot 1 in Assessor's Block 3593. This lot is the northern portion of the larger block bounded by 19th Street, Harrison Street, 20th Street, and Treat Avenue. The site contains the approximately 67,500-gross-square-foot (gsf) Mark Ross Building which is a three-story (about 45-foot-tall), unreinforced masonry building built in 1913. Currently, no commercial activity is operating out of the Mark Ross building. A one-story, approximately 13,000-gsf warehouse has been built on the south side of the Mark Ross Building.

Discussion of design plans for development of this alternative site are preliminary, as no formal design plans have been drafted. Development of the site for use by City College would likely require demolition of portions of the existing building(s) and replacement with larger buildings to increase the usable square footage of the building space on site. The Mark Ross building (about 67,500 gsf) would require interior renovation and possibly seismic upgrading, pending an analysis of the building's structural integrity.[3] To increase the usable building space, renovation could include complete demolition of the interior and reconstruction with four levels. This would result in the placement of floors across existing windows. The one-story warehouse on the south side of the Mark Ross building would likely be demolished and replaced with a new structure. The new structure would most likely be built to the height of the existing Mark Ross building, and would have the same number of levels as the renovated Mark Ross Building (three or four stories). Development of this site would probably not include an underground parking garage, but could include ground-floor parking (up to 35 or 40 spaces) in the new structure.

Depending on the exact design plans, this alternative could have from about 120,000 gsf (three levels) to 150,000 gsf (four levels) of building space for use by the City College. For the purpose of analysis of this alternative it is assumed that the development of classroom and administrative facilities and the student enrollment would be the same as for the proposed project (see Chapter II, Project Description, for a description of the proposed development plan and projected student enrollment). The Campus would contain about 50 classrooms, large enough to accommodate about 35 students each, and 10 learning labs for about 25 students each; rooms designed specifically for teaching courses with specialized space requirements, like bio/chemistry, graphic communication/design, construction technology, and hotel and restaurant management; administrative facilities to satisfy the office and storage space needs of Mission Campus's administrative staff; space for student and faculty amenities; a large multi-purpose room; and a lecture hall; and other rooms necessary for the function of the Mission Campus. The total daily student enrollment in the new Mission Campus would expand to about 6,400 students, evenly divided between day and evening courses.

IMPACTS

Land Use and Planning

Development of this alternative would change the land use on the site from light industrial to institutional/educational use. The area across Harrison Street to the east of the alternative site includes light industrial and retail commercial activities such as auto repair shops, a glass fabricator, and a climbing gym. Immediately south of the site is the Las Americans Children's Center and playground. The area south beyond the children's center is a predominantly residential neighborhood. West of the site, across Treat Avenue, is a plumbing supply store. The neighborhood west of this store is primarily residential. The entire block north of the project site is owned by PG&E. The majority of the PG&E lot is used as a parking and storage yard, but the northeast corner of the lot has an office building used by PG&E.

Because the Mark Ross building is vacant, development of a new Mission Campus on the site would substantially increase the intensity of use of the site. About 3,200 daytime students would attend courses from 8:30 a.m. to 3:00 p.m., while about 3,200 students would attend evening courses from 4:30 p.m. to 9:30 p.m. Development of this site could also include some other uses such as a student-run cafe and a student bookstore. The increase of students could attract more retail businesses to the area around the site. While addition of an institutional use to this area would change the land use on the site, it would not be a significant change. The remainder of the block contains an institutional use in the children's center and the project would simply expand the amount of land devoted to institutional uses.

According to the San Francisco Zoning Maps, the alternative site is located within an M-1 (light industrial) Zoning District and is in a 50-X Height and Bulk District. According to City Planning Code section 217 (g), post-secondary educational institutions are permitted within an M-1 zoning district. Therefore, development of a Mission Campus on the alternative site would comply with zoning restrictions for M-1 Districts. It is assumed that the new building constructed on the rear of the site in this alternative would not exceed the height of the existing Mark Ross building, which is less than 50 feet tall, and would therefore comply with existing height and bulk restrictions.

Visual Quality and Urban Design

The area east of the alternative site is characterized by large, 50- to 55-foot-tall warehouses and light industrial buildings. Immediately south of the site is a large playground and one-story building for the Las Americans Children's Center. West of the site is a two-story warehouse with two- and three-story residential buildings beyond. The PG&E yard north of the project site is enclosed by a 15-foot-tall painted brick and meshed-wire fence. The northeast corner of the PG&E lot has a four-story office building. The Mark Ross building is an approximately 45-foot-tall (three-story) industrial building. The building has a brick facade and large areas containing many small-paned windows along each level of the building. Currently, windows along the first are covered with corrugated steel sheets; some upstairs windows are broken out or covered to prevent further damage. Unlike the proposed

site, the Mark Ross building has no mural on any exterior walls. The one-story warehouse, built onto the south side of the Mark Ross building, has a large 15-foot-tall, red-painted brick wall along its south side. The sides and roof of the warehouse are constructed of corrugated steel sheets.

Visual quality and urban design impacts would depend on the final details of the design plans. Development of this alternative site would be expected to retain the exterior structure of the Mark Ross building, and would therefore minimize visual impacts to the project site. The addition of a new structure in place of the existing one-story warehouse would create some changes in the visual character of the site, but would not present a significant change in height and bulk of the buildings on the site or in the area. The alternative site would not involve demolition of a building with an exterior mural; thus the visual quality and urban design mitigation measure included in the EIR for the proposed project would not be necessary.

Cultural Resources

The existing building on the alternative site at 19th and Harrison Streets is not a local landmark and has not been designated or rated in any known surveys of historic buildings in the area. As analyzed, the alternative would make use of the building; therefore, were the building to be determined in the future to have historic architectural significance, the alternative would not cause any significant impacts warranting mitigation.

The site at 19th and Harrison Streets was in or near the marsh area that was on the edge of Mission Bay and remained undeveloped until the 1890's.[4] Although the site is relatively near the location of the Mission Dolores (approximately one mile to the west), there is no archival evidence that any activities related to the Mission took place on the alternative site. Therefore it is not expected that the site would have any prehistoric archaeological artifacts, nor is it expected that any Spanish/Mexican or Early American artifacts would be found if excavation were to occur. By the mid-1880's substantial grading had occurred on the alternative site and for streets in this area, but no buildings had been built on the site, and

the 1889 Sanborne Map labels the block on which the alternative site is located as a "swamp." By the early 1900's the alternative site and surrounding blocks were finally fully developed with commercial/industrial buildings. Based on this information, it is unlikely that any potentially significant cultural resources would be encountered if excavation were to be proposed on this alternative site. Therefore, the archaeological mitigation measures described for the proposed project would not be necessary or applicable to this alternative.

Transportation

The alternative site is less well-served by transit than the proposed site. It is located approximately one-half mile southeast of the 16th Street/Mission BART Station, and six blocks, about one-third mile, east of the Mission Street transit corridor.

Traffic and parking activity were observed during the p.m. peak hour (4 p.m. to 6 p.m.) on Harrison and Folsom Streets and on 18th and 19th Streets. Harrison Street is a secondary arterial in the vicinity of the alternative site. It provides two travel lanes (one in each direction), bicycle lanes on either side, and two parking lanes (parallel, both sides). Harrison Street's intersection with 18th and 19th Streets are STOP sign controlled T-intersections. Peak period traffic on Harrison Street was observed to be light to moderate, with unimpeded flow. No bicycle activity was observed and parking occupancy on Harrison Street was estimated at 85%.

Folsom Street, a north-south arterial in the vicinity of the alternative site, provides four travel lanes, two each direction, and two parking lanes on either side. Peak period traffic was observed as light to moderate and the signalized intersections on Folsom at 18th and 19th Streets operated efficiently. Parking occupancy on Folsom Street during the peak period was estimated at 80%.

Traffic flow on both 18th and 19th Streets was light and traffic operations were efficient and without problems. Parking occupancy on both these collector streets was estimated at 85 percent occupied during the p.m. peak period.

Transit to the area is provided by Muni line 12-Folsom, on Folsom Street, with stops located near 18th Street.

Impacts Analysis Approach

Moving the existing school population plus the proposed additional school facilities (the project) would result in introducing approximately 2,000 new person trips to the area during the p.m. peak hour. The total new trips is based on an assumption that the existing number of students (about 1,200) who arrive at Mission Campus for early evening classes would continue to attend the school, that an additional 800 person trips would be generated by the consolidation and expansion of the existing facilities, and that all 2,000 persons would arrive during the afternoon peak commute period, between 4:30 p.m. and 5:30 p.m. While additional students are served during evening classes at City College Mission Campus, they would arrive at the site after the p.m. peak hour and therefore would not contribute to potentially congested transportation conditions at or near the site during the peak hour. The mode split for the alternative site is assumed to be transit-oriented, the same as the mode split for the existing Mission Campus. This assumption was made because, as discussed below, although the alternative site is not as well-served by transit, parking is not readily available nearby, one Muni line serves the site nearby, and the site is within walking distance of the Mission Street transit corridor. Therefore about 40% of the students were assumed to use Muni or BART to travel to the alternative site (about 800 students) and about 18% were assumed to drive to the site (about 360 vehicles).

The transportation analysis of Alternative C is more qualitative than that prepared for the proposed project; it provides a comparison with the transportation effects that could occur from development on the proposed project site.

Traffic Impacts

The introduction of approximately 360 p.m. peak hour vehicle trips to the area would not cause operational problems on Harrison or Folsom Streets. Based on observations of existing

traffic operations there appears to be sufficient or excess carrying capacity on both of these arterial streets. However, the unsignalized T-intersections at Harrison Street and 18th and 19th Street would experience greater delay on the minor (stop sign controlled) streets and these movements could experience occasional unacceptable levels of delay (LOS E/F). Thus, unlike the proposed project, Alternative C could cause significant local traffic impacts.

Transit Impacts

Use of the alternative site would result in a total of about 800 p.m. peak hour transit trips. The Muni 12-Fulton line would not be able to accommodate this many new trips without increasing the frequency of peak period service. It is not realistic to assume that all or even a majority of project transit trips would use the 12-Fulton to access the site. It is likely that students and staff who currently use transit in the Mission Street corridor would continue to do so and walk between 15 and 20 minutes to the alternative site. Transit service in the Mission Street corridor could continue to accommodate the demand from the Mission Campus, as with the proposed project.

Parking Issues

Alternative C could provide 30 to 40 parking spaces on site, 70 to 80 fewer spaces than are proposed for the project, and approximately the same number as are available at the existing Mission Campus site. This number would comply with planning code parking space requirements (see Zoning in Chapter III, Section A, Land Use and Planning, Impacts). Peak project parking demand for 360 vehicles could not be met within a 10-minute walking distance of the site. Based on observations, projected parking demand would not likely be met within a 15- to 20-minute walking distance from the site. There are no off-street public parking facilities serving the alternative site area, and on-street parking spaces were estimated to be at 80% occupancy at 5:30 p.m. during the weekday. Therefore, although transit service to the alternative site would be less attractive, the lack of parking is assumed to continue to discourage most students from driving to classes at the alternative site. As with the project, a parking deficit is not considered to be a significant environmental impact.

Geology and Soils

The alternative site could have impacts that would not occur with the proposed project. The alternative site is located within a liquefaction zone, while the proposed project site is not.[5] This site would experience slightly higher levels of groundshaking during a 7.1 Magnitude earthquake on the Northern segment of the Hayward fault than would the proposed project; level VIII (moderate) for this alternative versus level VII (nonstructural) for the proposed project site. Section 81033 of the Education Code would require a geological and soil engineering study of the site to assess seismic hazards. Based on this study, seismic upgrades to the existing Mark Ross building would be expected to be recommended, and a newly constructed building on the south side of the site would incorporate required structural design elements to reduce seismic hazards to less than significant levels.

Other Issues

This alternative would probably not include any open space for passive recreation and would therefore create a small demand for public open space, which in itself would not be a significant impact. Because the alternative site is not located adjacent to any public parks that would be used by Mission Campus students, this alternative would not cause any significant physical deterioration to public open space. Many of the impacts from this alternative would be similar to those addressed in the Initial Study for the proposed project. Because this alternative site is in a fully developed urban area and proposes no student housing, no significant impacts related to agricultural resources, biological resources, energy, hydrology and water quality, mineral resources, population and housing, and utilities and service systems would occur. Impacts from construction dust, asbestos removal, or construction noise, as described in the Initial Study in Appendix A, would apply to this alternative. As with the proposed project, mitigation measures from the Initial Study are assumed to be included in the alternative and would reduce construction impacts to a level of insignificance.

D. ALTERNATIVE SITES CONSIDERED

The San Francisco Community College District considered a number of alternative locations for a new Mission Campus in addition to the 19th and Harrison Streets site discussed in Alternative C. A key objective governing the review of alternative locations was the need to remain in the Mission District of San Francisco to serve students in this area, as City College serves other neighborhoods within their areas. As explained in State CEQA Guidelines section 15126(d) under the discussion of Alternatives to the Proposed Action,[6] alternatives generally are to be limited to those that would feasibly attain the basic objectives of the project and avoid or lessen any significant effects that would be caused by the project as proposed. Alternative C accomplishes this purpose, as it is not expected to affect potentially significant archaeological artifacts. Other factors to consider in addressing alternative locations include site suitability and whether the project sponsor could reasonably acquire or have access to the site.[7] These points, and others, are addressed as relevant in the brief discussion of other sites considered and rejected by City College for a new Mission Campus.

Between December 1994 and March 1995 the New Building Committee for the City College Mission Campus investigated potential sites for the location of a new Mission Campus.[8] The Committee was comprised of faculty and classified personnel and was advised by the Facilities Master Plan Committee (FMPC) of City College. Nine potential sites were identified as possible locations within Mission District area. Two of these sites have been discussed within this report: 2550-2558 Mission Street (proposed project site) and 3101 19th Street (Alternative C site). The site discussed in Alternative C, above, was originally chosen by the committee as the primary choice, but became unavailable when the owner of the site decided to commit the building to another potential buyer. The proposed project site at 2550-2558 Mission Street was originally unavailable for purchase but later became available and is currently considered as the primary site. The remaining seven sites identified by the New Building Committee are discussed below.

At the time of these investigations, the Committee was not considering demolition and construction of a new building.

REDSTONE BUILDING, 2940 16th Street (16th and Capp Streets)

This building would have cost about $2,000,000 and was within the price range determined by the Committee and its advisors, but had a long-term lease. The building is about 80,000 square feet (sq. ft.) and at the time appeared suitable for use by City College. The site is in a relatively high-crime area which could present serious potential problems, especially for night classes. The building's brick facade would require considerable seismic upgrading, and off-street parking was not available on the site.

KILPATRICK BUILDING, 2050 Folsom Street (16th and Folsom Streets)

The price of this site, about $3,500,000, fell within the upper limits of the price range established by the Committee. The building is about 95,000 sq. ft. This site also is in a high-crime area. The building would require extensive seismic upgrading because it is on unstable ground. The only available parking would have been on nearby streets. (This site was reviewed by the San Francisco Redevelopment Agency.)

VACANT LOT, No Address (16th and Harrison Streets)

This approximately 50,000 sq. ft. site would cost about $2,000,000. This site is on the edge of the Mission District, and is not near any public transportation facilities. Any part of the site taken for off-street parking would use available education building space. The property is long and narrow, and would not fit the College's plans for a compact, interconnected campus. The site was formerly used as a gravel factory and could contain hazardous chemicals in the soil.

BUILDING at 2167-2169 Folsom Street (between 17th and 18th Streets)

The building and lot would have cost $1,500,000, well within an acceptable price range, but the site is too small (about 23,000 sq. ft.) to meet the needs of the Campus. The building on

the site would require complete demolition. The ground was thought to be unstable due subsurface water, and new construction would require substantial soil engineering. The lot is in the center of the block, boxed in by both residential and light industrial buildings on all sides; thus direct access to the site would be difficult The site is less accessible by transit than the proposed site. (This site was reviewed by the San Francisco Redevelopment Agency.)

BUILDING at 2140-2170 Folsom Street (between 17th and 18th Streets)

The building cost $2,450,000 and covers the entire lot of about 40,000 sq. ft. The interior of the building appeared to have been remodeled many different times and contains dissimilar rooms and levels. The rooms, ceiling and floors were in poor condition and a deep, 6-inch wide vertical crack was present in the exterior facade, suggesting that the building would have to be demolished. This site is less accessible by transit. (This site was recommended by the San Francisco Redevelopment Agency.)

ST. PAUL'S SCHOOL SITES, several sites: 317 29th, 323 29th, and 302 Valley Streets

The combined cost of these sites was too high (about $4,300,000) and the total area was about 55,500 sq. ft. The three sites were too far apart to permit efficient administration and operation by City College for the Mission Campus. In addition, the location in the Noe Valley neighborhood, is not in the Mission District and therefore would not meet a main objective of the College to serve to primarily students in the Mission District. The buildings would require seismic upgrade.

BEST FOODS BUILDINGS, 1890 Bryant Street

The site contains two buildings totaling 321,000 sq. ft. The two buildings were being sold together for a price of $7,800,000; only one of the buildings would be suitable or necessary for the Mission Campus. Thus, the site was found to be too large and too costly. The site is in a commercial/light industrial area on the west edge of the Mission District. It would not be accessible by BART, but could be reached on Muni, which provides service on

Potrero Avenue, two blocks from the site. Thus it is less accessible by transit than the proposed site. (This site was reviewed by the San Francisco Redevelopment Agency.)

NOTES: Alternatives

1. State CEQA Guidelines §15126(d).

2. Carlota del Portillo, Ed.D., Dean, Mission Campus, City College of San Francisco, letter to EIP Associates, December 12, 1997.

3. This alternative assumes that the Mark Ross building would be remodeled for use by the College District. If the study of the building's seismic integrity determines that the building could not be made safe through upgrades or if the upgrades would be excessively costly, the existing building would be demolished and a new building constructed on the site. Because a new building would be about the same height and size as the existing building, and because it would have approximately the same square footage and house the same uses as the facility described for Alternative C, impacts from an entirely new building would not be substantially different from those analyzed for this alternative.

4. The information in this discussion is based on a letter report prepared by Allen G. Pastron, Ph. D., of Archeo-Tec, "Archival Cultural Resources Evaluation of the Alternate Site of the Proposed San Francisco City College Mission Center Project, Located Near the Intersection of 19th and Harrison Streets, San Francisco, California," April, 1998.

5. California Department of Conservation, Division of Mines and Geology, *Seismic Hazards Zones*, October 1, 1996.

6. State CEQA Guidelines §15126(d)(5).

7. State CEQA Guidelines §15126(d)(5)(A).

8. José Maestre, Coordinator, Office Technology Department, City College of San Francisco, facsimiles to EIP Associates, December 11, 1997 and March 3, 1998.

VI. OTHER CEQA CONSIDERATIONS

A. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21100(b) of the California Environmental Quality Act (CEQA), and with Section 15126(f) of the *State CEQA Guidelines*, an EIR must identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed project, or by other mitigation measures that could be implemented. As proposed, the project would have no significant unavoidable impacts.

B. GROWTH INDUCING IMPACTS OF THE PROPOSED PROJECT

The proposed project would demolish the two buildings on the project site, both of which house retail uses. In their place, the project would construct about 134,000 gross square feet of classroom and related instructional and administrative space. This space would be used to consolidate existing operations currently located at 106 and 110 Bartlett Street, and Horace Mann Middle School (see Figure 1). Further, the new space would accommodate an expected increase of about 800 students and about 12 faculty for evening classes and a doubling of the number of daytime students now served at the Bartlett Street site.

Based on these characteristics, the proposed project would have a limited growth-inducing effect, if any, in San Francisco and on the regional economy. With anticipated growth in enrollment and faculty, the proposed project would be expected to increase somewhat purchases made from local and regional vendors for educationally-related supplies and campus maintenance services. Restaurants and retail establishments in the immediate vicinity of the new college site may see a slight increase in business from the increase in number of students.

The space that the District is vacating at 106 on Bartlett Street may be reused by the San Francisco Unified School District or other community organizations, or leased to existing or future organizations in San Francisco who need classroom or similar space. The project would not vacate a consolidated, highly available space that could be easily reused by employment-intense operations such as offices, retail shops, or industrial operations, which could in turn induce some population growth in the area. City College is not a residential educational institution and does not actively attempt to attract students from outside San Francisco. Most existing students attending classes at the Mission Campus live in San Francisco, many in the Mission District. Those who live outside the City have homes in nearby communities. It is reasonable to expect that new students would also mainly live in San Francisco and would not relocate to the City or the region primarily to attend classes at the Mission Campus. The project's increase in educational-related space is not likely to induce population growth in the City or the region, and would not contribute to any demand for housing.

In summary, the project would not directly nor indirectly create employment-intensive uses such as office space or commercial or industrial space, nor would it directly or indirectly increase the City's housing stock or housing demand. For these reasons, the proposed project would not have a growth-inducing effect.

VII. EIR AUTHORS; ORGANIZATIONS AND PERSONS CONSULTED

Lead Agency

San Francisco Community College District
33 Gough Street
San Francisco, CA 94103
Peter Allyn Goldstein, Chief Operating Officer
Carlota del Portillo, Ed.D., Dean - Mission Campus

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San Francisco City College - Mission Campus
Jose M. Maestre, Chairman, Mission Campus:
New Building Committee

APPENDIX A
Initial Study / Notice Of Preparation (NOP)

CITY COLLEGE OF SAN FRANCISCO

OFFICE OF THE BOARD OF TRUSTEES

50 PHELAN AVENUE • BOX E200 • SAN FRANCISCO, CA 94112 • 415. 239.3818 • FAX 415. 239.3918

Notice of Preparation

To: See Attached List
(Agency)

(Address)

Subject: Notice of Preparation of a Draft Environmental Impact Report

Lead Agency:

Agency Name: San Francisco Community College District
Street Address: 33 Gough Street
City/State/Zip: San Francisco, CA 94103
Contact: Peter Goldstein

Consulting Firm (if applicable):

Firm Name: EIP Associates
Street Address: 601 Montgomery Street , Suite 500
City/State/Zip: San Francisco, CA 94111
Contact: Barbara W. Sahm

San Francisco Community College District will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study ([X] is [ ] is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but *not later than 30 days* after receipt of this notice.

Please send your response to: Elizabeth Dodd at Shute, Mihaly & Weinberger, 396 Hayes Street, San Francisco, CA 94102. We will need the name for a contact person in your agency.

Project Title: City College of San Francisco Mission Campus

Project Location: City and County of San Francisco
City (nearest) County

Project Description:
Acquisition of a lot at 2550 and 2558 Mission Street for the construction of a new City College facility to house the Mission Campus. The new facility will consolidate Mission Campus activities currently being held in buildings near the proposed project site. See more detailed Project Description in the Initial Study.

Date: 3/11/98

Signature: Peter A. Goldstein

Title: Chief Operating Officer
Telephone: (415) 241-2229

Reference: California Administrative Code, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

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CITY COLLEGE OF SAN FRANCISCO
MISSION CAMPUS
INITIAL STUDY

I. PROJECT OVERVIEW AND LEAD AGENCY DETERMINATION

1. Project title: City College of San Francisco Mission Campus

2. Lead agency name and address:

San Francisco Community College District
33 Gough Street
San Francisco, CA 94103

3. Contact person and phone number: Peter A. Goldstein, Chief Operating Officer, (415) 241-2229

4. Consultant assisting in preparation of Initial Study: EIP Associates
601 Montgomery Street, Suite 500
San Francisco, CA 94111

5. Project location: 2550 and 2558 Mission Street, Assessor's Block No. 3616, Lot 7.

6. Project sponsor's name and address:

San Francisco Community College District
33 Gough Street
San Francisco, CA 94103

7. General Plan designation: Moderate Scale Neighborhood District

8. Zoning: NC-3 (Neighborhood Commercial.)

9. Description of project:

Acquisition of a lot at 2550 and 2558 Mission Street for construction of a new City College facility to house the Mission Campus. See more detailed Project Description below.

10. Surrounding land uses and setting:

Ground floor commercial uses with residential on upper floors of some buildings along Mission Street; mainly residential and institutional (City College and San Francisco Unified School District school uses) on Bartlett Street. See also discussion in Initial Study.

11. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

- Chancellor's Office for the California Community Colleges
- Division of the State Architect, Office of Regulation Services
- San Francisco Board of Supervisors

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

[X] Aesthetics	[ ] Agriculture Resources	[ ] Air Quality
[ ] Biological Resources	[X] Cultural Resources	[ ] Energy
[ ] Geology/Soils	[ ] Hazards & Hazardous Materials	[ ] Hydrology/Water Quality
[X] Land Use/Planning	[ ] Mineral Resources	[ ] Noise
[ ] Population/Housing	[ ] Public Services	[ ] Recreation
[X] Transportation/Traffic	[ ] Utilities/Service Systems	[X] Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

[ ] I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

[ ] I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

[X] I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

[ ] I find that the proposed project MAY have a "potentially significant impact" or an impact "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

[ ] I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____ Date 3/11/98

PETER GOLDSTEIN

Printed name

II. PROJECT DESCRIPTION

San Francisco Community College District proposes to acquire a site at 2550 and 2558 Mission Street for the construction of a new Mission Campus.[1] The new site is intended to accommodate existing City College Mission Campus activities that take place at three locations leased from the San Francisco Unified School District: 106 Bartlett Street, used solely by City College; 110 Bartlett Street, classrooms leased from the Downtown High School; and Horace Mann Middle School at Bartlett and 23rd Streets. The new Mission Campus would be comprised of one or more buildings on the site and one level of underground parking. The project would require the demolition of the existing buildings on the site, the New Mission Theater building and the Giant Value department store.

The project is the acquisition of a site for the construction of a new City College Mission Campus. The project site at 2550 and 2558 Mission Street (lot 7 in Assessor's Block 3616) is located in the center of San Francisco's Mission District (see Figure 1). The site is less than one block northeast of the existing City College Mission Campus, located at 106 Bartlett Street at 22nd Street. The approximately 44,000 square foot (sq. ft.) site currently contains a Giant Value store, a small parking lot, and the New Mission Theater building (no longer used as a movie theater).

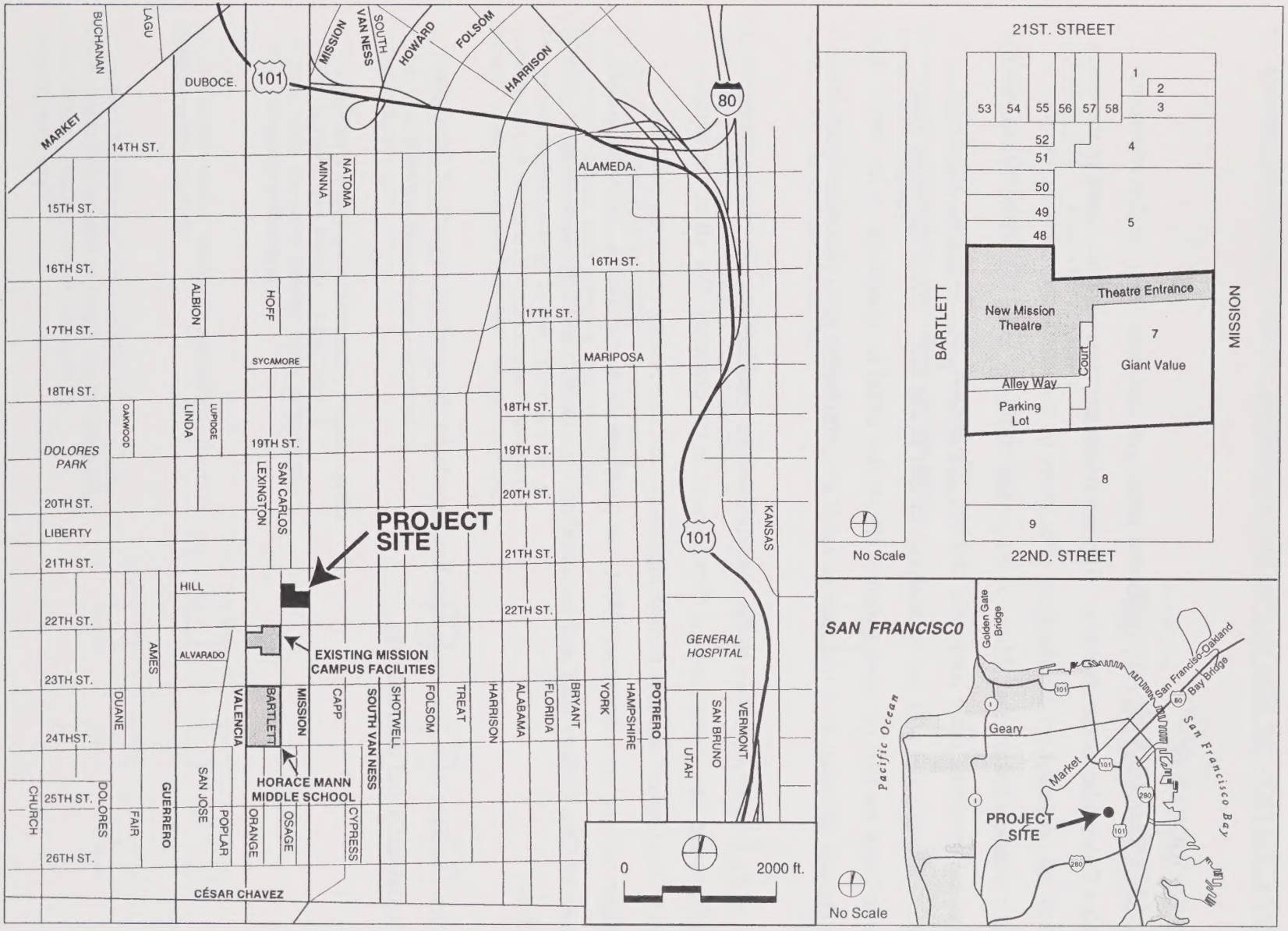
The primary goal of this project is the acquisition of the site for a new Mission Campus facility (Campus); however, in order to assess the environmental effects of the site acquisition it is necessary to discuss the proposed use of the site. While no building designs have been developed for the Mission Campus, to the extent feasible the Initial Study and EIR will discuss and analyze possible buildings and uses on the site. To accommodate the needs of the students and faculty, the new Mission Campus facility would require approximately 134,000 gross square feet (gsf) of building space and one level of underground parking (about 44,000 gsf). The Campus would contain about 50 classrooms, large enough to accommodate about 35 students each, and 10 learning labs; a number of special use rooms;

administrative facilities; a large multi-purpose room; a performance hall; and other rooms necessary for the function of the Mission Campus. These needs could be met in one three-story building covering the entire site, but the new Campus might be made up of more than one building of varying heights up to four-stories (about 50 feet). The buildings would likely be designed around a central, open-air courtyard in the middle of the new Mission Campus, with its main entrance on Mission Street. One level of underground parking would provide approximately 110 parking spaces, with entrances and exits located on Bartlett Street.

The project would accommodate the expected growth in Mission Campus student enrollment. The current daytime enrollment (8:30 AM to 3:00 PM) of 1,600 students is expected to double to approximately 3,200 students attending one or more classes with the construction of a new Mission Campus. The number of students attending evening courses (4:30 PM to 9:30 PM) is not expected to change from the current enrollment of 3,200 students (this number assumes that an average class is 25 students). A new building complex of the size described above would accommodate more than 3,200 students; therefore analyses that are based on numbers of people use the total available capacity of the new buildings. For the evening program, for example, up to 800 additional students could be accommodated in 50 classrooms designed for 35 students each and 10 additional laboratories designed for 25 students each. This additional number of students is based on a general program for site development and does not reflect specific expansion plans by San Francisco City College for Mission Campus. Therefore, the analysis presented in this document is conservative and may overestimate the extent of potential environmental impacts.

Endnotes:

1. State law defines the existing and proposed Mission facilities as an "educational center" (5 Cal. Code Reg. Section 55827). However, because City College of San Francisco routinely refers to its various educational centers throughout San Francisco as "campuses," this project will be referred to as the "Mission Campus."



Source: EIP Associates

EIP

PROJECT LOCATION FIGURE 1

Mission Campus EIR

III. EVALUATION OF ENVIRONMENTAL ISSUES

A. INTRODUCTION

A discussion addressing the envirzonmental issues and questions from the Environmental Checklist Form follows the checklist. The environmental issues are discussed in the order that they are presented on the checklist. For many of the issues, the analysis provides a basis for a determination that the proposed project could not cause significant effects on the physical environment; these issues are checked "No Impact" or "Less than Significant Impact." These issues will not be analyzed further in the EIR. Thus, the Initial Study serves to focus the EIR on environmental effects that could be significant or for which there is not enough information at this time to make a determination as to potential significance.

Some of the detailed questions in the checklist are not specifically addressed in the discussion that follows and have been checked "No Impact" in the checklist. For all of the items checked "No Impact" without further discussion, the conclusions regarding potential significant adverse environmental effects are based on field observation, experience and expertise of City College staff and its consultants, or on standard reference material generally available.

For each checklist item, the evaluation has considered the potential impacts of the project both individually and cumulatively.

B. ENVIRONMENTAL CHECKLIST FORM

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	X
b) Damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	X	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	X	☐	☐	☐
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to nonagricultural use? (The Farmland Mapping and Monitoring Program in the California Resources Agency, Department of Conservation, maintains detailed maps of these and other categories of farmland.)	☐	☐	☐	X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	X
c) Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland, to nonagricultural use?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan or Congestion Management Plan?	☐	☐	☐	☒
b) Violate any stationary source air quality standard or contribute to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d) Create or contribute to a non-stationary source "hot spot" (primarily carbon monoxide)?	☐	☐	☐	☒
e) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
f) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Adversely impact, either directly or through habitat modifications, any endangered, rare, or threatened species, as listed in Title 14 of the California Code of Regulations (sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (section 17.11 or 17.12)?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Have a substantial adverse impact, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	X
c) Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	X
d) Adversely impact federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	X
e) Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	☐	X
f) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	X
g) Conflict with the provision of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	X
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource which is either listed or eligible for listing on the National Register of Historic Places, the California Register of Historic Resources, or a local register of historic resources?	☐	☐	X	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of a unique archaeological resource (i.e., an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it contains information needed to answer important scientific research questions, has a special and particular quality such as being the oldest or best available example of its type, or is directly associated with a scientifically recognized important prehistoric or historic event or person)?	X			
c) Disturb or destroy a unique paleontological resource or site?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?	X			
VI. ENERGY -- Would the project:				
a) Conflict with adopted energy conservation plans?			X	
b) Use nonrenewable resources in a wasteful and inefficient manner?			X	
VII. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
I) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?				X
ii) Strong seismic ground shaking?			X	

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	X
iv) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	X
v) Landslides?	☐	☐	☐	X
vi) Flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	X
vii) Wildland fires, including where wildlands are adjacent to urbanized areas and where residences are intermixed with wildlands?	☐	☐	☐	X
b) Would the project result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	X
c) Would the project result in the loss of a unique geological feature?	☐	☐	☐	X
d) Is the project located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	X
e) Is the project located on expansive soil creating substantial risks to life or property?	☐	☐	☐	X
f) Where sewers are not available for the disposal of waste water, is the soil capable of supporting the use of septic tanks or alternative waste water disposal systems?	☐	☐	☐	X
VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	X	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	X	☐	☐
c) Reasonably be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	X	☐
d) Is the project located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	X
h) Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	X

IX. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate Regional Water Quality Control Board water quality standards or waste discharge requirements?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	X
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to control?	☐	☐	☐	X
f) Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	X
g) Place within a 100-year floodplain structures which would impede or redirect flood flows?	☐	☐	☐	X
X. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	☐	☐	☐	X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	X	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☐	☐	X
XI. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the state?	☐	☐	☐	X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	X
XII. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	X
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	X	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X
XIII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	X
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X
XIV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or establish need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	X	☐
Police protection?	☐	☐	X	☐
Schools?	☐	☐	☐	X
Parks?	☐	☐	☐	X
Other public facilities?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	X
XVI. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	X	☐	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	X
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	X
e) Result in inadequate emergency access?	☐	☐	☐	X
f) Result in inadequate parking capacity?	☐	☐	☐	X
g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	X
d) Are sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	X
e) Has the wastewater treatment provider which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	X
f) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	☐	☐	☐	☒
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

C. EVALUATION OF ENVIRONMENTAL ISSUES

I. AESTHETICS

The neighborhood in which the proposed new Mission Campus site is located is a primarily residential area, with Mission Street as the main neighborhood commercial street. Mission Street has small to medium sized retail stores on ground floors along its length in the area near the project site, with a few multi-story retail or office buildings. Some buildings include residential units above the ground-floor retail. The project site includes two retail/commercial buildings; one is the former New Mission Theater building, which includes a prominent sign that is visible for several blocks along Mission Street.

Construction of a new Mission Campus facility following acquisition of the site would require the demolition of the New Mission Theater sign and marquee as part of demolition of the project site building. The EIR will discuss visual quality issues related to removal of the sign and marquee. The EIR will discuss the visual impacts of one or more four story (50 foot tall) buildings on the project site. The visual analysis will examine two possible building massings, as the project design is not yet known. The issue of exterior lighting at the proposed building for night classes and events will also be discussed in the EIR.

II. AGRICULTURAL RESOURCES

The project site is located in a fully-developed urban area and is not located near any agricultural land. Therefore the project would have no effects on agricultural resources. Effects related to agricultural resources will not be discussed in the EIR.

III. AIR QUALITY

The proposed new site for the City College Mission Campus would not substantially change traffic volumes in the surrounding area because the new facilities would be located within one block of the existing college buildings, and because the new facilities would not accommodate large numbers of additional students. The additional students would add fewer than 2000 vehicle trips per day to the area: up to 350 in and out trips could be added by additional capacity for evening classes and up to 700 additional one-way trips from daytime classes.[1] The Bay Area Air Quality Management District *CEQA Guidelines* indicate that a facility generating fewer than 2000 vehicle trips per day would not exceed emissions thresholds established to ensure the region achieves compliance with State and Federal standards; therefore such a project would not cause significant project-related or cumulative air quality impacts from vehicular sources and does not need a detailed air quality analysis.[2]

The main transportation modes used by existing students at the Mission Campus site are transit and walking. The location of the proposed new site suggests that these would remain the primary transportation modes. Use of transportation modes other than the single-occupant automobile is consistent with the Bay Area Air Quality Management District's Clean Air Plan; the proposed new site would not conflict with regional air quality plans.

The proposed project would be an institutional use relocated from and consolidated from other nearby sites. It would not be a primary stationary source of air emissions.

If City College were to build new buildings for Mission Campus on the project site, demolition, site preparation and some construction activities would cause temporary dust emissions. Dust includes small particles of 10 microns or less (PM_{10}) that are considered potentially harmful; therefore, state and federal standards have been established for regional PM_{10} levels. For construction on sites of less than 4 acres, the BAAQMD *CEQA Guidelines* call for implementation of dust control measures during construction; if implemented,

construction emissions are not considered to be significant environmental impacts that would violate standards.[3] City College will implement these basic control measures.

Construction Dust Mitigation

City College will include in all relevant construction specifications the following controls:

- Water all active construction areas at least twice daily.
- Cover all trucks hauling soil, sand, and other loose materials *or* require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

IV. Biological Resources

The project site does not contain any sensitive wildlife, plants, or habitat that may be impacted by development of the project. The project site does not contain any biological resources protected by local policy or ordinances, nor is it under the jurisdiction of any habitat conservation plan. Effects related to biological resources will not be discussed in the EIR.

V. Cultural Resources

The New Mission Theater is located on the project site. The New Mission Theater was built in 1916, as a motion picture theater. An art-deco sign and marquee, designed by Timothy Pfleuger, was added in the late 1930s and early 1940s. Although the theater has undergone major renovations that have altered much of its original interior, the theater may still possess some historical value. The potential historical significance of the New Mission Theater will be discussed in the EIR.

The project site, on Mission Street, is located in an area that could have subsurface historic archaeological artifacts, because parts of Mission Street follow approximately the route of one of the original Spanish roads connecting various California missions built in the 1700's. A study is in preparation to determine the likelihood of encountering historic artifacts or pre-historic artifacts during excavation for the potential building foundations and subsurface parking garage. Archaeology will be discussed further in the EIR.

VI. ENERGY

The energy requirements to operate the new project would be similar to the operational energy requirements of the existing Mission Campus facilities at 106 and 110 Bartlett Street and Horace Mann Elementary School, which would no longer be used by City College. The project facilities would be slightly larger than the existing facilities, but would use more modern methods of energy efficiency (i.e.. efficient building design, efficient lighting and newer, more efficient electrical appliances). Construction of the project would not require any unusual energy consuming construction methods. Effects related to energy require no further analysis and will not be discussed in the EIR.

VII. GEOLOGY AND SOILS

The project site is on level ground approximately 70 feet above sea level; it is located about 12 miles from the San Andreas fault. The project site is located outside of any known liquefaction zones,[4] areas of potential landslide hazard, 20-foot tsunami run-up areas, or inundation areas due to reservoir failure.[5] Pursuant to Education Code section 81033, the project site is not located within a special study zone or within an area designated as geologically hazardous in the San Francisco Community Safety Element of the General Plan. According to the Association of Bay Area Governments,[6] the project site would experience moderate ground shaking intensity (level VIII on the Modified Mercalli Intensity) during a 7.1 Magnitude earthquake on the Peninsula segment of the San Andreas fault. The project site would experience nonstructural ground shaking intensity (level VII on the Modified

Mercalli Intensity) during a 7.1 Magnitude earthquake on the Northern segment of the Hayward fault. Building design would be carried out pursuant to the seismic safety requirements in chapters 16 and 18 of the California Building Code (Title 24 of the California Code of Regulations) in effect at the time any building permits are issued, which would account for the effects of groundshaking.

Excavation for the underground parking garage and foundation could be to a depth of about 15 feet below the existing ground surface. The site has no unique geologic features; it is essentially flat and therefore would not result in substantial erosion.

Effects related to geology and soils require no further analysis and will not be discussed in the EIR.

VIII. Hazards and Hazardous Materials

Custodial and maintenance activities at the Mission Campus routinely involve a number of hazardous materials commonly found in many offices and households, and are generally handled in relatively small quantities. According to a chemical inventory prepared for the Mission Campus at 106 Bartlett Street, the products stored in the greatest quantities are various common floor and window cleaners (about 200 gallons).[7] Other materials include cleaners (solvents, acids, and bases), duplicating fluid, paper correction fluid, Elmers glue, Mexo soap, ink, disinfectant, wax stripper, floor finish, latex paint, and wood finish. Additionally, the Mission Campus has a bio/chemistry lab with a dark room, and a graphic design lab with a press room and dark room. The bio/chemistry lab houses a variety of potentially hazardous materials in quantities generally less than one gallon. The materials include those typical of introductory bio/chemistry labs, such as sodium hydroxide, iodine, dyes, sodium carbonate, sulfer, ammonium chloride, hydrogen peroxide, isopropanol, acetic acid, propane, and helium. The press room contains printing inks, cleaning solvents, and film developer.[8] The dark rooms also contain film developer, film fixer, and stop bath. Most of

these products are stored in quantities of less than a few gallons, and are consumed upon use, generating relatively little hazardous waste requiring special handling for disposal.

Although the location of hazardous materials handled at campus facilities would change as a result of the project, the volume of materials handled would change relatively little. The risks posed by project-related hazardous materials use would be similar to those that exist now and those at other office and classroom-based institutions. Hazardous materials would be transported to the proposed new site instead of to the existing location. The existing packaging requirements of the U.S. Department of Transportation and U.S. Postal Service would continue to minimize the potential for release during transport. For these reasons, the project would not create any substantial health hazards related to hazardous materials transport, use, or disposal. This issue will not be further discussed in the EIR.

With the project, minor accidental releases of project-related hazardous materials would be possible, as they are now. The Emergency Response Plan for the existing Mission Campus describes coordinating and operating procedures in the event of an accidental release.[9] The proposed project would be required to have a similar Emergency Response Plan. Because of the nature and relatively small volumes of materials anticipated (described above), the project would not create a significant hazard through upset conditions. The existing Mission Campus and the proposed project site are both located within one-quarter mile of Horace Mann Middle School. However, the project would not emit hazardous emissions, nor, given the nature, volume, and use of chemicals described above, would the project pose any significant risk with respect to handling hazardous materials or waste. This issue will not be discussed further in the EIR.

A Phase I Environmental Site Assessment for the Mission Campus has revealed no evidence or record that hazardous material is present on the site, in the soil or ground water.[10] The project site is not listed on the California Environmental Protection Agency, Department of Toxic Substances Control list of known and potential hazardous substances (CalSites), nor is it listed as a site associated with a hazardous materials release.

The Phase I Environmental Site Assessment did not sample for the presence of asbestos in the buildings on the project site. Potential impacts related to the presence of asbestos on the project site would be reduced to a less-than-significant level by the mitigation measure described below. Therefore, the project, as mitigated, would not create significant effects related to possible hazardous materials contamination of the project site and this issue does not need to be discussed in the EIR.

The project site is not located within two miles of an airport, in an airport land use plan area, or in the vicinity of a private airport that might result in a safety hazard for those in the project area. The project would not interfere with the implementation of an emergency response plan or an emergency evacuation plan. The project site is not subject to risks due to wildland fires.

Asbestos Mitigation

Prior to demolition of buildings on the project site, the project sponsor will have a certified asbestos contractor sample the existing buildings for the presence of asbestos contamination. If asbestos is found to be present in the buildings, removal will be performed by a State licensed asbestos removal contractor pursuant to all applicable regulations and requirements of the BAAQMD (Bay Area Air Quality Management District), Cal/OSHA (Occupational Safety and Health Administration), and the U.S. EPA (Environmental Protection Agency).

IX. Hydrology and Water Quality

The majority of the project site is covered by existing buildings. Approximately 5,000 square feet on the project site is not covered by buildings and is made up of paved and unpaved surfaces. This area is used as a parking lot, and as a result the unpaved surfaces contain hard packed soil covered with gravel. Due to the impervious nature of the parking lot substrate, coverage of this lot would not significantly increase stormwater runoff from the project site.

Stormwater runoff and wastewater would drain into the City's combined sewer system. The project would comply with all local wastewater discharge requirements. Appropriate requirements to reduce erosion during construction would be implemented pursuant to California Building Code chapter A33, Excavation and Grading. There are no designated flood hazard areas in San Francisco. Effects related to hydrology/water quality require no further analysis and will not be discussed in the EIR.

X. Land Use and Planning

The EIR will discuss the conversion of the existing site land use from neighborhood commercial uses to educational/institutional uses. General Plan policies, zoning and height-and-bulk regulations will be briefly discussed in the EIR. The project would not result in the physical division of an established community, or conflict with any applicable habitat conservation plans.

XI. Mineral Resources

The project site does not contain any state or locally classified mineral resource. Effects related to mineral resources will not be discussed in the EIR.

XII. Noise

The existing noise environment in the project area is dominated by traffic noise from busy urban streets such as Mission Street and Valencia Street. Traffic generally must be doubled in volume in order to produce noise increases great enough to cause the existing residents in a community to notice the change and begin registering complaints. The proposed project would not double traffic volumes on any nearby streets. As described above in III. Air Quality, the project would add up to about 320 vehicle trips arriving and departing for evening classes. These trips would be spread among the various streets near the proposed

project site. This additional volume would not double volumes on any one street and would not be sufficient to cause substantial increases in traffic noise in the project area.

Existing noise levels along Mission Street are estimated to be about 70 to 75 dBA in the *San Francisco General Plan Environmental Protection Element*.[11] The "Land Use Compatibility Chart for Community Noise" in the *Element* suggests that school classrooms not be developed in areas with noise levels above 70 dBA. Although the proposed facilities have not been designed and no final site plan has been prepared, preliminary siting studies suggest that the classroom building is most likely to be located on the Bartlett Street side of the project site, where traffic noise levels are considerably less than those on Mission Street. Therefore, significant noise effects would not be expected. Noise insulation features may be desired in the design of any assembly rooms that are sited closer to Mission Street.

Construction of buildings for Mission Campus use on the proposed project site would cause temporary increases in noise levels in the surrounding area. For purposes of this analysis, it is assumed that building foundations would not include piles, and that therefore no pile driving noise would occur during construction. Noise would result from demolition of the existing buildings, from excavation for subsurface parking and foundations and from construction of new buildings. Although construction noise would be annoying to nearby residents and businesses, particularly those immediately adjacent to the project site, the impacts would be limited to the 1- to 2-year period that foundations, and exterior structural and facade elements were being built, as interior construction noise would be substantially reduced by exterior walls. Although the noise control ordinances contained in the San Francisco Police Code[12] are not applicable to the San Francisco Community College District, the project sponsor has agreed to follow the provisions of the ordinance related to construction noise. Sections 2907 and 2908 regulate construction noise, limit noisy construction activities (more than five dBA over ambient levels) to daytime hours (7 a.m. to 8 p.m.) and limit construction noise from equipment other than impact tools (jack hammers) to 85 dBA at 100 feet from the equipment. With incorporation of these mitigation measures, temporary construction noise impacts would not be considered significant environmental effects.

The proposed project site is not located within an airport land use planning area and would not be affected by aircraft noise.

The above discussion indicates that noise would not be a significant environmental effect; therefore noise will not be analyzed further in the EIR.

Construction Noise Mitigation

City College will include appropriate provisions of the San Francisco Noise Ordinance, related to construction noise, as found in San Francisco Police Code sections 2908 and 2909, in construction contract specifications for construction of any buildings on the new Mission Campus site.

XIII. Population and Housing

The proposed project includes no housing, and would not induce substantial population growth in the area around the project site. The proposed site is one block away from the existing site, so the students and faculty would remain in the same area. The small additional number of students that could be accommodated by proposed buildings on the new project site (up to about 800 in evening classes) would not increase the residential population of the surrounding community nor would the additional students substantially increase the demand for housing in the City. No residents or housing would be displaced by the proposed project. Effects related to population and housing will not be discussed in the EIR.

XIV. Public Services

The project is consolidating current Mission Campus facilities from existing sites within two blocks of the proposed site. Because the proposed site is within the same area as the existing Mission Campus, the project would not create an entirely new fire or police service demand in the area. Additionally, the project would be built on a site which is built-out and

currently receives fire and police protection. Although a small increase in fire and police service may result from the expected growth in student enrollment, the project is not expected to create an increase in fire or police protection that would require the construction of new fire and police facilities.

The proposed project would not create sufficient demand to require the construction of a park or any other public facilities. The project would not increase the number of residents in the City and therefore would not contribute to demand for elementary or high school facilities. As the project would be a community college site, it could help satisfy an existing demand for such facilities. Effects related to public services require no further analysis and will not be discussed in the EIR.

XV. Recreation

The proposed project would not create new demand for recreation that would necessitate the construction of a new recreational facility because the project would not increase the permanent resident population in the City.

Effects related to recreation require no further analysis and will not be discussed in the EIR.

XVI. Transportation/Traffic

The proposed new site is located on the west side of Mission Street between 21st and 22nd Streets. Mission Street in vicinity of the project is a two-way street with two lanes and a parking lane in each direction. All nearby intersections of Mission Street with cross streets are signalized. Other streets surrounding the project site are two-way streets with one lane in each direction and a parking lane on each side. Mission Street is a "Transit Oriented" street in the *San Francisco General Plan Transportation Element*, and as such has a high frequency of MUNI vehicles and high use of transit service.[13] The #14 Mission line runs on Mission Street.

About 48 off-street parking spaces are available at the 106 and 110 Bartlett Street locations now occupied by City College; use of these spaces is limited to Mission Campus faculty and staff. On-street parking is controlled during the day (through 6:00 p.m.) by parking meters on all blocks in the immediate vicinity of the project site. A permit is required to park for more than 1 hour until 6:00 p.m., on the residential streets that are parallel to and west of Mission Street, including Bartlett Street south of 22nd Street, on most residential portions of 21st and 22nd Streets west of Mission Street to Guerrero Street, and on San Carlos and Lexington Streets north of 21st Street. Permit requirements are enforced by Parking Control Officers from the San Francisco Department of Parking and Traffic. A public parking garage is located at 21st and Bartlett Streets; there are about 205 spaces in this garage, with nearly 100 spaces available in the evenings.[14] Some of the garage parking spaces are used by existing Mission Campus students.

Acquisition of the proposed site on Mission Street would relocate college activities one to two city blocks from their present sites. The existing student population would be expected to continue using current transportation modes to travel to and from classes, and those who drive would continue to use the same parking as is now used. Faculty and staff would have access to about 100 to 110 parking spaces in a basement parking level in the new Campus buildings. The proposed new site would provide an opportunity to serve a greater number of students. An additional 800 to 900 students may attend classes in the evening.

Surveys taken by City College in 1988, 1990 and 1993/94 show that fewer than 20% of Mission Campus students drive to the campus.[15] About 180 additional automobiles could seek parking during the afternoon peak travel period (4:30 - 5:30 p.m.) as students arrive for evening classes at the new site. Some parking may be available on nearby residential streets for those arriving after 5:00 p.m. Up to 85 parking spaces would be available in the public garage at 21st and Bartlett Streets. If demand warranted, the existing 104 space lot at the BayView Federal Savings building at 21st and Mission would have about 40 additional parking spaces. Some students who drive would find that parking was available at distances farther from the campus than they prefer to walk. A few students who might find parking

near the new site inconvenient, might switch to transit, particularly because of the availability of bus and BART service nearby. Any lack of parking in the area would not be a significant environmental impact, although it might be inconvenient for some, because transit is readily available. A shift to transit by some former drivers would reduce air emissions and would conform with policies in the San Francisco County *General Plan Transportation Element* favoring transit use over single occupant automobile use.[16]

The additional vehicle trips that could be made during the afternoon peak hour are not expected to significantly affect levels of service at local intersections. A detailed traffic analysis will be prepared to more definitively establish the traffic effects of a potentially expanded student attendance, and will be reported in the EIR. The effect on transit of additional students will also be discussed in the EIR. Mission Street is listed in the Congestion Management Plan as a "Transit Conflict Street," which is defined as a street with a primary transit function that is not classified as a major arterial for traffic and that experiences conflict between transit and automobile traffic.[17] Therefore, no arterial level of service standard would have been established by the CMP. Although additional vehicle trips from additional students at the new Mission Campus site could add to peak hour congestion on Mission Street, it is not expected that these additional vehicles would cause significantly more conflicts with transit vehicles than now occur on the street that would contribute substantially to transit delays.

The project would not affect air travel, would not change the design of local roads or freeways, would not affect emergency access in the project area, and would not change operations of existing transit systems.

Bicycle parking is available at the existing Mission Campus and would be made available at the new site. The project would respond to existing San Francisco General Plan policies to support bicycle use if the project includes secure bicycle parking, although lack of bicycle facilities would not result in a significant effect on the physical environment.

Based on the above analysis, circulation, parking and bicycle issues will not cause any significant environmental effects and will not be discussed further in the EIR. Traffic and transit issues related to the additional students who could be accommodated at the new site who would travel during the p.m. peak travel hour will be analyzed and discussed in the EIR.

XVII. Utilities and Service Systems

In general, project demand for utilities and service systems would not create any significant impacts because the project would relocate existing uses of the Mission Campus one block to an area which is already built out. Water demand is not expected to change significantly because usage from existing facilities would be consolidated into a new facility which would use water-conserving appliances, such as low-flush toilets and urinals required by California State Building Code section 402.0 (c). As a result, wastewater generation is not expected to significantly change from that of the existing Mission Campus. The project would meet all wastewater pretreatment requirements of the San Francisco Public Utilities Commission, as required by the City's Industrial Waste Ordinance. No new sewer construction would be needed because the project is built-out and has full sewer infrastructure. Solid waste generation is not expected to change significantly, and City College would continue to implement its existing recycling program. Effects related to utilities and service systems require no further analysis and will not be discussed in the EIR.

XVIII. Mandatory Findings

A detailed analysis of traffic and transit effects from the proposed acquisition and potential development of a new Mission Campus facility on Mission Street has not been completed yet. Therefore, it is not known whether the project may contribute substantially to cumulative traffic or transit impacts. The EIR will present the results of the traffic and transit study and will address cumulative transportation issues if any are suggested by the

study. Other issues addressed in this Initial Study would not contribute to cumulative environmental impacts, as explained under relevant topics above.

IV. ISSUES TO BE INCLUDED IN THE DRAFT EIR

The City College Mission Campus EIR will evaluate the environmental impacts of acquisition of and possible development on the site located at 2550 and 2558 Mission Street. Issues to be included in the Draft EIR are:

- Land Use to provide a context for other analyses and discussions and to discuss the effects of a new institutional use on Mission Street in the project area
- Aesthetics to discuss any changes in neighborhood character and light and glare.
- Historic Resources and Archaeology to assess the importance of the existing theater building on the site and the potential for encountering important subsurface historic or prehistoric resources.
- Transportation to analyze traffic and transit effects of expanded Mission Campus facilities.

The Draft EIR will also include a brief analysis of three alternatives to the proposed project:

- No Project Alternative: The relative environmental effects of not acquiring the proposed site or developing a new facility for the City College Mission Campus
- Alternative Site: Effects of acquiring a different site for the proposed Mission Campus, including a brief discussion of the site selection process used by City College
- Reduced Scale Alternative: Effects of less development on the proposed project site, eliminating underground parking and providing less space in potential buildings on the site.

Endnotes:

1. These vehicle trip calculations are based on a number of surveys of City College students that show that 15 to 17% of Mission Campus students drive to class. For this air quality discussion, 20% was used and results were rounded up somewhat in order to provide a conservative analysis in advance of the more detailed traffic analysis now in preparation. The numbers of day and evening students used in the calculation is based on the number of additional classrooms and laboratories and an increase in

capacity (35 students instead of 25) of all new classrooms, assuming that up to 50% of the daytime students would take more than one class in a day (a conservative assumption, because many students would take a full day of classes and therefore are double-counted in this calculation).

2. Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines*, April 1996, p.23.

3. BAAQMD *CEQA Guidelines*, p.13.

4. California Department of Conservation, Division of Mines and Geology, *Seismic Hazards Zones*, October 1, 1996.

5. San Francisco Planning Commission, *San Francisco General Plan, Community Safety Element*, June 1997, pp. I.4.6 - I.4.12.

6. Association of Bay Area Governments, *On Shaky Ground: City of San Francisco*, April 1995.

7. RGA Environmental, "Hazardous Material Inventory for: City College of San Francisco, Mission Campus," July 15, 1997.

8. Carlotta del Portilla, Ph.D, Dean, CCSF Mission Campus, letter to EIP Associates, March 5, 1998.

9. RGA Environmental, Mission Campus, *Hazardous Materials Registry: Section III Emergency Response Plan.*

10. Trans Pacific Geotechnical Consultants, Inc., *Phase I Environmental Site Assessment, Proposed Mission Campus, 2550 Mission Street, San Francisco, California,* March 11, 1998.

11. San Francisco Planning Commission, *San Francisco General Plan, Environmental Protection Element*, Map 2, Thoroughfare Noise Levels, 1974, p. I.6.15.

12. San Francisco Municipal Code, Police Code, Article 29 Sections 2900-2915.

13. San Francisco Planning Commission, *San Francisco General Plan Transportation Element*, July 1995, Map 9 and Table 4, pp. I.4.42, I.4.43,

14. Based on field observations carried out by Wilbur Smith Associates, transportation consultants, on March 3, 1998.

15. San Francisco Planning Commission, *San Francisco General Plan Transportation Element*, Map 7 "Congestion Management Network," and Table 1 "Classification of Elements in Vehicle Circulation Plan," pp. I.4..33 and I.4.35, as amended in July, 1995.

16. San Francisco Planning Commission, *San Francisco General Plan Transportation Element*, July 1995. See, e.g. Objectives 2, 4 and 11 calling for maintaining San Francisco as a hub of regional transit systems and maintaining transit as the primary mode of transportation in the City.

17. San Francisco Planning Commission, *San Francisco General Plan Transportation Element*, July, 1995, Map 8 and Table 1, pp. I.4.34 and I.4.35.

APPENDIX B
Transportation

APPENDIX B. Transportation

TABLE B.1
LEVEL OF SERVICE DEFINITIONS (SIGNALIZED INTERSECTIONS)

Level-of-Service	Average Delay per Vehicle to Minor Street
A	Very low average stopped delay, less than five seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	Average stop delay is in the range of 5.1 to 15.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicle stop than for a LOS A, causing higher levels of average delay.
C	Average stopped delay is in the range of 15.1 to 25.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Average stopped delays are in the range of 25.1 to 40.0 seconds per vehicle. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle length, or high volume/capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Average stopped delays are in the range of 40.1 to 60.0 seconds per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume/capacity ratios. Individual cycle failures are frequent occurrences.
F	Average stop delay is in excess of 60 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation. It may also occur at high volume/capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such high delay levels.

Source: Transportation Research Board, *1994 Highway Capacity Manual. Special Report 209, Third Edition.*

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